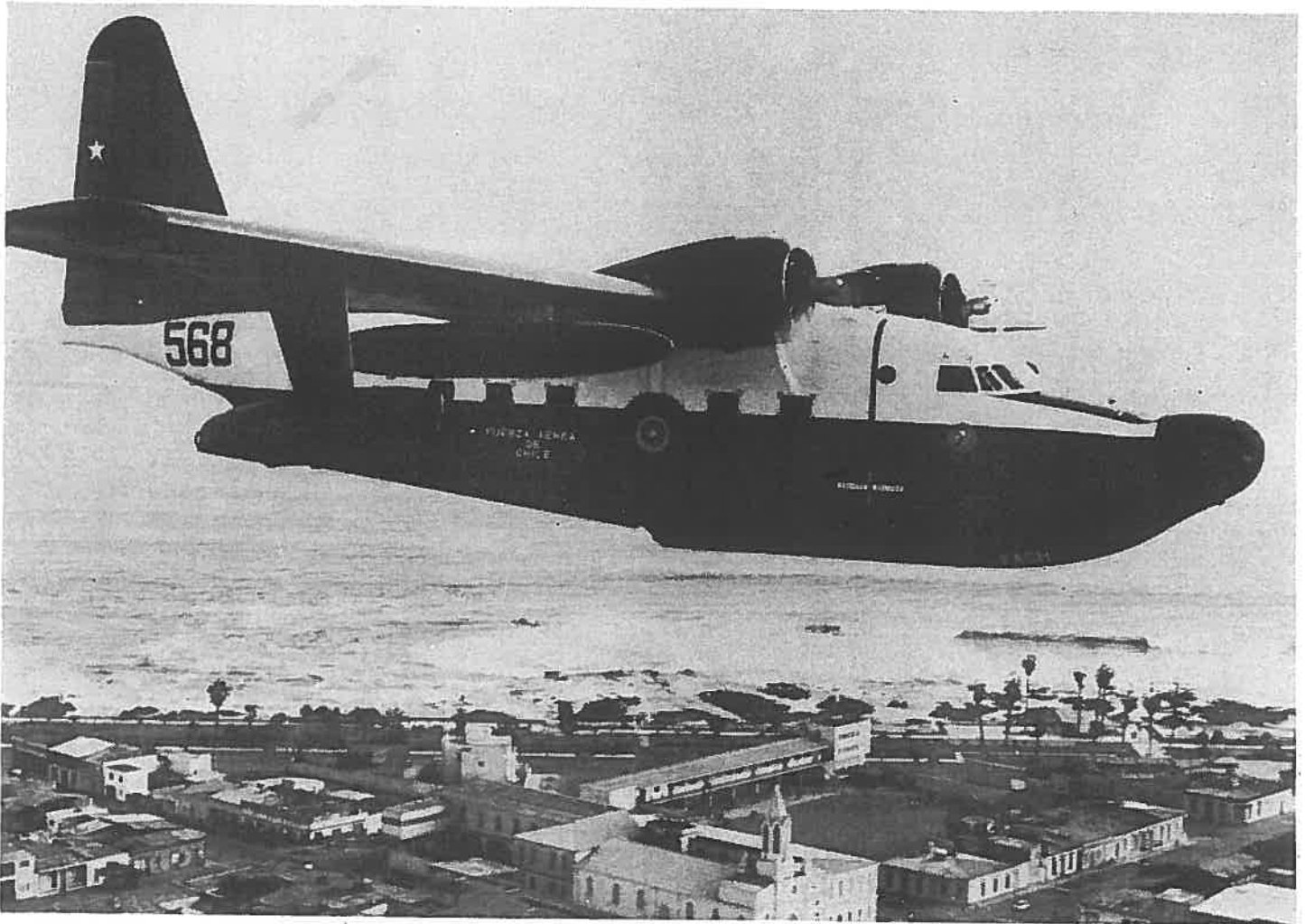


small air forces observer

EARLY POLISH AIRCRAFT
INDONESIAN SKYVAN
LITHUANIAN F.13
SPANISH Ba.65
JUNKERS A.20
RDAF F-86D
T-34C

US \$1.80



vol 5 no 3 (19)

April 1981

small air forces observer

the newsletter of the Small Air Forces Clearing House

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COVER COMMENTS: The front cover shows a Grumman UH-16B #568 of the Fuerza Aerea de Chile. The Chilean Albatrosses, while operated on "naval co-operation" duties, were Air Force birds, not Navy. An article on Chilean naval aviation begins on page 88. (Archivo de PUCARA)

EDITORIAL: Even though there is one more issue of Vol. 5 yet to come, overseas members who do not receive their SAFO via air mail will find a renewal notice in this issue. Because it takes from three to four months for SAFO to reach overseas members, this notice should arrive in time to allow you to renew before the 1 October deadline.

The subscription rate for Vol. 6 is \$5.50 if renewal is received before 1 October 1981. Subscriptions received after that deadline, either new or renewal, will cost \$6.00. The higher cost is to help meet the greater expense of not being able to mail the October issue via 2nd class mail.

While on the subject of money: Members who receive their SAFO via air mail should note the large increase in air mail rates (as presented in the SUBSCRIPTION section alongside). These new rates went into effect the first of this year and they will apply to your April and July issues. The money you sent for air mail delivery of Vol. 5 will not be sufficient to cover these new costs. Unless you notify me to change to surface mail, I'll continue sending your issues via air mail, and debit the deficit to your account.

"I'm trying to find Paul Whelan, formerly of Exact-Scale Hobbies of Bloomfield, NJ. About 6 years ago he provided me with some excellent books, but my most recent letter was returned 'address unknown'." Bill Brown, (SAFCH #526), 1719 Minnie St., Port Huron, MI 48060.

"Well, the mystery of the missing SAFO issues is no longer a mystery, although the 3 issues are lost forever. I would like to tell you what happened:

"When I read in your letter that you sent my issues to Middachtenstraat 109 rather than 189, I went to 109 at once, and I had a little conversation with a very friendly lady. She had received the SAFO, but she sent them to the former occupant of 109, who coincidentally was also named 'van Megen'! This other 'van Megen' is currently living in a small village in the province of Limburg. After receiving his phone number, I rang him up immediately. First he was amazed, then he told me that he had received the magazines, but this Limburgian cheese-head had given all the SAFOs to school-boys somewhere in this small country. Further research to the missing SAFOs is impossible.

"So you see, our respective postal services are thank goodness OK, this in contrast to some people, particularly Limburgians!!"

Kees van Megen (SAFCH #113)

(Editor's note: While I usually don't publish letters on non-aviation topics, this story was just too good not to share, even though it probably means that we will never have a SAFCH chapter in Limburg.)

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Second-class postage paid at Carmel Valley, CA 93924.

SAFO April 1981

ROYAL DANISH AIR FORCE

NORTH AMERICAN F-86D

The Royal Danish Air Force (RDAF) received a total of 60 F-86D Sabres from the US Military Assistance Program. The first 39 Sabres were delivered on the carrier USS Tripoli which arrived in the harbor at Nørresundby on 26 June 1958. These a/c were unloaded and towed by road to Alborg AFB where they were made ready for RDAF service at the Main Workshop. All these a/c were then delivered to ESK 723 and ESK 726. The next batch, 18 a/c, was unloaded from the USS Marine Fiddler at Nørresundby on 28 May 1960 and delivered to ESK 728. Finally, Danish pilots flew in 3 a/c from Torino, Italy on 5 August 1960. The first flight of a RDAF Sabre took place on 18 July 1958 with Captain Noies, USAF, at the controls. This a/c was then delivered to ESK 723 on 28 July 1958.

In RDAF service, the Sabres retained their USAF serials. In addition, each a/c was marked with the squadron letters (AB for ESK 723 and AL for ESK 726) followed by an individual a/c letter. The use of squadron letters ceased in 1960 when all RDAF a/c received type letters (F for the F-86D) followed by the last three digits of the USAF serial.

Stationed at Alborg, ESK 723 was an All-Weather Fighter Squadron equipped with Meteor NF 11's. The Meteors were withdrawn from service as the Sabres arrived. The F-86D remained in service with ESK 723 until the spring of 1965 when they, in turn, were replaced by F-104G Starfighters.

ESK 726 was originally a Fighter-Bomber Squadron based at Karup AFB and equipped with F-84G Thunderjets. With the arrival of the Sabres, the squadron was redesignated an All-Weather Fighter Squadron and was moved to Alborg AFB. This squadron received its first F-86D on 23 August 1958. The a/c of this squadron were colorfully marked with blue stripes on the tail, a blue flash on the drop tanks, and a red flash on the nose. The squadron flew the Sabre until the end of 1964 when it was the first RDAF squadron to receive the F-104G Starfighter. To facilitate the conversion to the Starfighter (especially for the technical personnel), the squadron transferred its Sabres to ESK 723 and ESK 728 on 30 June, but the pilots of ESK 726 continued to fly the Sabres of ESK

723 for the remainder of the year.

The third RDAF squadron to use the Sabre was ESK 728. This squadron was based at Skrydstrup and was also originally a Fighter-Bomber Squadron equipped with F-84G's. The first three Sabres arrived in July 1960 at the time when the squadron-letter system was being abandoned. Their Sabres never carried squadron letters and, instead, were marked with the type letter from the beginning. Except for the Squadron badge, the Sabres of ESK 728 carried no special markings. Their Sabres were transferred to Alborg AFB on 14 March 1966 and the Squadron was disbanded on 31 March.

The F-86D is the holder of a rather annoying record in the RDAF, 35% of all Sabres obtained by the RDAF were lost in accidents. However, only one pilot was killed and 15 successful ejections took place. In fact, four pilots had the honor of ejecting twice from F-86D's. The primary cause of these crashes was a problem with the electronic fuel-control system.

Some modifications were made to the Sabres while in RDAF service. The English Martin-Baker ejection seat was installed and the original armament of twenty-four 2.75 inch Mighty Mouse rockets was supplemented by two Sidewinders. The Sidewinders were carried on pylons at the wing roots, but this arrangement gave some problems in stability. The Air Material Command designed a stabilizer that was successfully tested in 1962 on Sabre F-128. However, due to the limited remaining service life of the Sabre, it was considered uneconomical to introduce these stabilizers as a standard configuration.

At the time of this writing (1977) the Sabre is still in service with the RDAF. A number of Sabres have been placed on RDAF bases as decoys. Some have been left in their original natural-metal finish, and some have been painted in the new standard RDAF green camouflage.

Bjarne Sorreslig (SAFCH #145)

(RDAF airbases: FSNALB - Alborg; FSNKAR - Karup; FSNTIR - Tirstrup; FSNVAN - Vandel; FSNSKP - Skrydstrup; FSNVAER - Vaerloose. The drawings of the RDAF F-86D are reprinted with the kind permission of DAN MIL.)

F-86D-30-NA	173-89	51-5945	Del 27.06.58	ESK 723 18.08.58	AB-F	
				ESK 728 06.05.65		WFU 06.10.65 To the Fire Dump FSNVAER
"	173-90	51-5946	" 27.06.58	ESK 723 18.08.58	AB-E	
				ESK 728 20.04.65		WFU 31.08.65 Decoy FSNSKP
"	173-91	51-5947	" 27.06.58	ESK 723 21.11.58	AB-L	
				ESK 726 26.01.61		Burned 24.04.61 FSNALB
"	173-95	51-5951	" 27.06.58	ESK 723 23.04.59	AB-T	WO 16.04.63 FSNALB
"	173-96	51-5952	" 27.06.58	ESK 726 28.08.58	AL-	
				ESK 728 30.06.64		WFU 31.03.66 Decoy FSNKAR
"	173-97	51-5953	" 27.06.58	ESK 726 23.10.58	AL-Q	
				ESK 723 30.06.64		WFU 31.03.66 Decoy FSNKAR
				ESK 728 06.05.65		
"	173-102	51-5958	" 27.06.58	ESK 723 28.07.58	AB-A	WO 17.04.61 Zetten at Nijmegen, NL Collided with F-281
"	173-104	51-5960	" 27.06.58	ESK 726 30.08.58	AL-F	
				ESK 728 30.06.64		WFU 31.03.66 Decoy FSNVAN
"	173-107	51-5963	" 27.06.58	ESK 723 21.08.58	AB-H	WFU 1964 Scrapped 1966
"	173-110	51-5966	" 27.06.58	ESK 723 21.08.58	AB-G	WO 22.01.62 3NM SE FSNKAR
"	173-115	51-5971	" 27.06.58	ESK 726 20.02.59	AL-S	
				ESK 728 30.06.64		WFU 31.03.66 Decoy FSNALB
"	173-120	51-5976	" 27.06.58	ESK 726 04.10.58	AL-	WO 07.02.61 Limfjorden at Gjø1
"	173-121	51-5977	" 27.06.58	ESK 726 29.09.58	AL-M	
				ESK 723 29.04.64		
				ESK 728 06.05.65		WFU 31.03.66 Decoy FSNKAR

F-86D-30-NA	173-128	51-5984	"	27.06.58	ESK 726 11.09.58 ESK 723 08.02.62 ESK 728 06.05.65	AL-T	WFU 31.03.66
"	173-129	51-5985	"	27.06.58	ESK 723 06.01.59 ESK 728 06.05.65	AB-S	WFU 31.03.66 Decoy FSNKAR
"	173-138	51-5994	"	27.06.58	ESK 723 02.12.58 ESK 728 06.05.65	AB-O	WFU 31.03.66 Decpy FSNALB
"	173-160	51-6016	"	27.06.58	ESK 723 21.11.58 ESK 728 06.05.65	AB-N	WFU 31.03.66 Decoy FSNSKP
"	173-161	51-6017	"	27.06.58	ESK 723 14.11.58	AB-K	WO 09.03.60 Limfjorden at FSNALB
"	173-162	51-6018	"	27.06.58	ESK 726 09.09.58 ESK 723 30.06.64 ESK 728 06.05.65	AL-	WFU 31.03.66 Decoy FSNSKP
"	173-170	51-6026	"	27.06.58	ESK 726 02.06.59 ESK 723 30.06.63 ESK 728 06.05.65	AL-	WFU 31.03.66 Decoy FSNVAN
"	173-172	51-6028	"	27.06.58	ESK 726 16.10.58 ESK 723 30.06.64 ESK 728 06.05.65	AL-E	WFU 31.03.66 Decoy FSNSKP
"	173-178	51-6034	"	27.06.58	ESK 726 06.09.58 ESK 723 30.06.64 ESK 728 06.05.65	AL-H	WFU 31.03.65 Decay FSNSKP
"	173-181	51-6037	"	27.06.58	ESK 726 23.08.58 ESK 728 30.06.64	AL-A	WO 29.07.64 Aebeltuft Vig
"	173-187	51-6043	"	27.06.58	ESK 723 30.10.58	AB-J	WO 16.05.61 Limfjorden at FSNALB
"	173-191	51-6047	"	27.06.58	ESK 723 13.12.58	AB-P	WO 17.04.63 2km SE FSNALB
"	173-196	51-6052	"	27.06.58	ESK 726 28.12.58	AL-	WO 14.12.62 Limfjorden at FSNALB
"	173-197	51-6053	"	27.06.58	ESK 723 09.08.58	AB-C	WO 05.10.64 Hvorup Mose
"	173-204	51-6060	"	27.06.58	ESK 723 09.08.58 ESK 728 06.05.65	AB-D	WFU 31.03.66 Decoy FSNVAN
"	173-206	51-6062	"	27.06.58	ESK 726 16.10.58 ESK 728 30.06.64	AL-P	WFU 31.03.66 Decoy FSNVAN
"	173-234	51-6090	"	27.06.58	ESK 723 21.11.58	AB-M	WO 01.12.58 Store Vildmose
"	173-240	51-6096	"	27.06.58	ESK 726 24.09.58 ESK 723 30.06.64 ESK 728 06.05.65	AL-L	WFU 31.03.66 Decoy FSNVAN
"	173-249	51-6105	"	27.06.58	ESK 726 16.10.58	AL-D	WO 15.05.63 Neuburg at Hahn, Germany
"	173-250	51-6106	"	27.06.58	ESK 726 01.09.58	AL-G	WO 19.12.60 S Halvrimmen
"	173-253	51-6109	"	27.06.58	ESK 723 26.02.59	AB-Q	WO 16.07.63 Skagerrak (5829N 0939E)
"	173-262	51-6118	"	27.06.58	ESK 723 15.01.59 ESK 728 06.05.65	AB-R	WFU 31.03.66 Decoy FSNVAN
"	173-263	51-6119	"	27.06.58	ESK 726 29.08.58 ESK 723 30.06.64 ESK 728 03.04.65	AL-B	WFU 1965 Decoy FSNVAN
"	173-267	51-6123	"	27.06.58	ESK 726 16.10.58 ESK 723 30.06.64 ESK 728 06.05.65	AL-O	WFU 31.03.66 Decoy FSNKAR
"	173-272	51-6128	"	27.06.58	ESK 723 01.08.58	AB-B	WO 14.04.65 Ramstrin, Germany
F-86D-35-NA	173-323	51-6179	"	27.06.58	ESK 726 20.02.58 ESK 728 03.05.65	AL-	WFU 31.03.66
"	173-414	51-8281	"	05.08.60	ESK 723 20.08.60 ESK 728 03.11.60		WO 17.04.61 Zetten Nijmegen, NL Collided with F-958
"	173-436	51-8303	"	28.05.60	ESK 728 01.09.60		WFU 31.03.66 Decoy FSNKAR
"	173-440	51-8307	"	28.05.60	ESK 728 17.08.60		WFU 31.03.66 Decoy FSNKAR
"	173-459	51-8326	"	05.08.60	ESK 723 20.08.60		WO 23.09.61 Skagerrak W Skagen
"	173-479	51-8346	"	28.05.60	ESK 728 09.07.60		WFU 31.03.66 Decoy FSNSKP
"	173-494	51-8361	"	28.05.60	ESK 723 23.09.60 ESK 726 03.11.60 ESK 723 08.06.61 ESK 728 08.02.65		WFU 31.03.66 Decoy FSNTIR
"	173-536	51-8403	"	05.08.60	ESK 723 20.08.60		WO 19.01.63 Hulsig

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LIVSFARE
TRÆK IKKE I DE GUL-
SORTE BØJLER PÅ
SÆDET

from all flight-recorder, indigent ca. 1961
 poor to flight recorder, introduced ca. 1961

18421
Sort type
Black a/c no

from all flight-recorder, indolent ca. 1961
 poor to flight recorder, introduced ca. 1961

pool di jener yang
pool i suatur plat

Blank test volume

Sori tlym, på guld transfer
Black a/c number on grey transfer

Projector III natural interception, Indian ca. 1960

1950

Best Buy All AN-N6 cameras sold
Excludes for AN-N6 cameras sold

Red ring on trypsin digestion
Red ring around single point infection nozzles

Red skrift/hvid baggrund
Red letters/white background

**BEWARE
OF BLAST**

demerit forskel til 0.1. undersøgningsniveauet -31 til -35

demerit forskel til 0.1. undersøgningsniveauet -31 til -35

Gult feltet svarer til den

Sorte strüber
Blach stripes

Jul pil/sort kant + RESCUE
(slow arrow/black outline + RESCUE

Orange/red kant
Orange/red outline

Black/yellow letters

F 60D-31, A-36 Specification.	
Type Encoder autotape (Single shot all weather Interceptor)	
Barveining 24 sk. x 75" x F A R. valuetit. Agility Mouse-	
2. AIM 9B Sidewinder infra-red hunting missiles	
Motor 1 General Electric JF GE 17	5425 l.u.t. 1 (Military)
	7500 l.b.a. 1 (Afterburner)
	(692 m.p.h. at 0 ft)
	(616 m.p.h. at 40000 ft.)
Max. height 134 km/100 m	991 km/121952 ft
Span/width 11.29 m	(37 ft 1 1/4 in.)
Length 12.29 m	(40 ft 3 1/4 in.)
Height 4.57 m	(15 ft 1 1/4 in.)
Tomvægt 6726 kg	(14956 lb)
Max. startvægt ca 9080 kg	(ica 20000 lb)

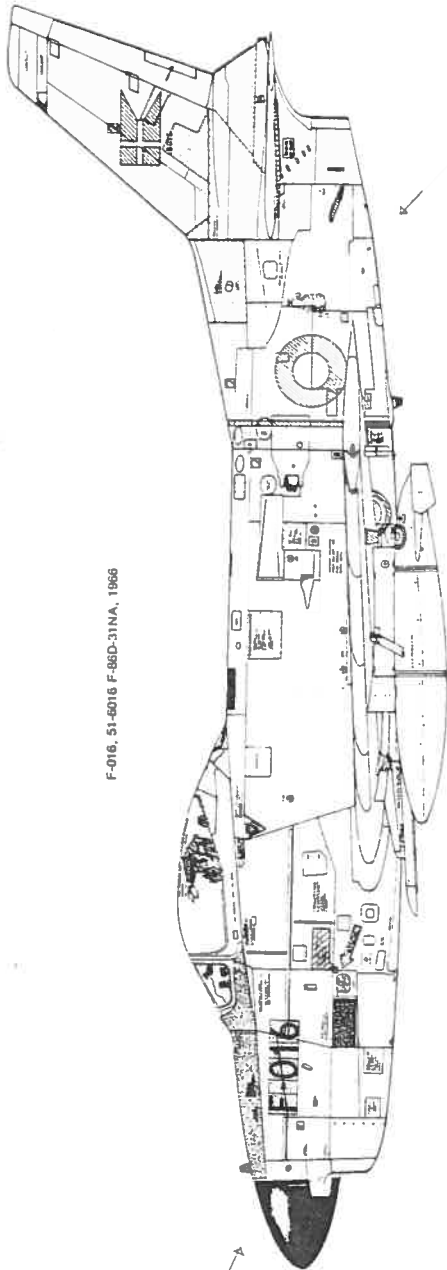
Unfilled tray extended, black o/c no

Raketbakke set for the
Rocast-11ay viewed head-on

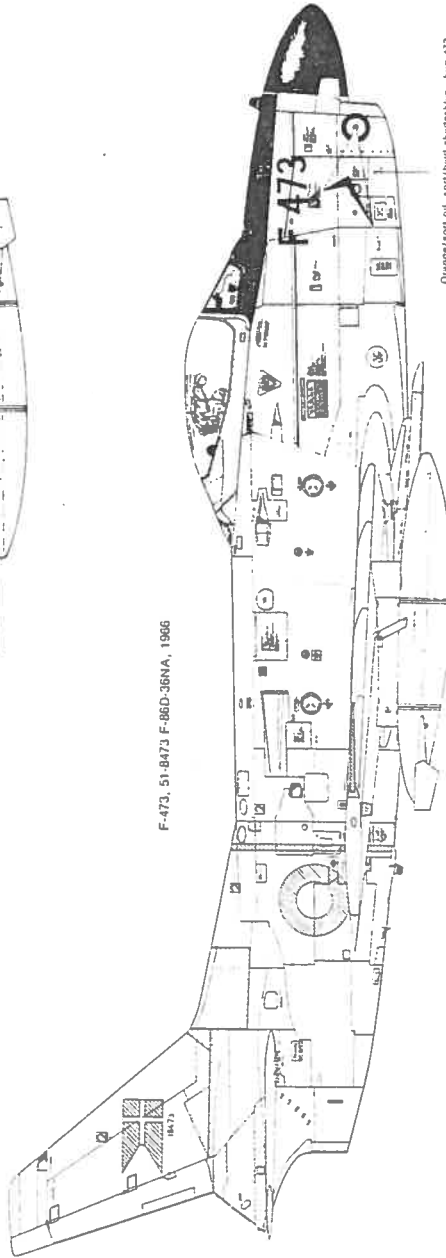
1. OPEN DOOR AND PULL
HANDLE 4 INCHES TO
UNLATCH CANOPY
2. LIFT CANOPY BY GRIPS
3. IF CANOPY CANNOT BE
LIFTED USE TAXI-HOOK
RELEASE AFT OF CANOPY

Sort/Gul
Black/yellow text

F-016, 51-4016 F-86D-31NA, 1966



F-473, 51-8473 F-86D-36NA, 1966



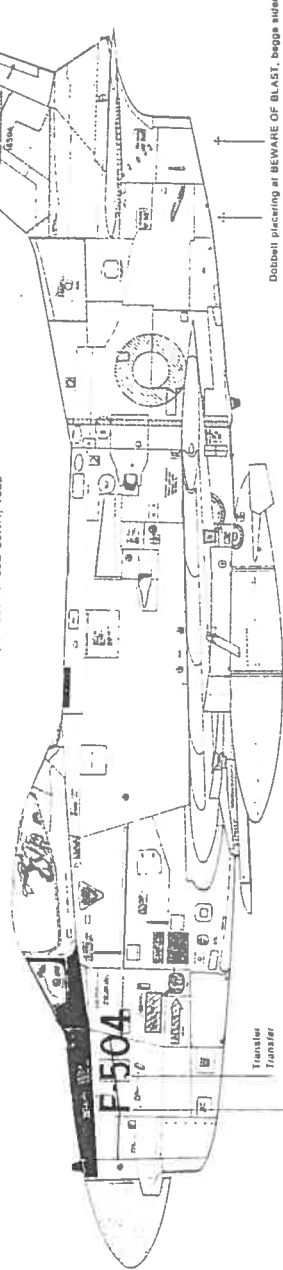
«Stars» - unit stencil
«Vacuum cleaner» - black stencil

Orange/Sort pit, Sort/Red sky/Sort - Run 473
Orange/black brow, black/white target - 473 only
Run Navy side
Starboard side only

Orange denoting 473 from 421
Paint scheme otherwise similar to that of 421

Sort
Black

F-504, 51-8504 F-86D-36NA, 1965



Max Run colors, Run F-504
Max Run colors, F-504 only

Dobbel placing at BEMARE OF BLAST, bigger side
BEMARE OF BLAST placed twice on each side

Transfer
Mark
Painted on

1. OPEN DOOR AND PULL
HANDLE 4 INCHES TO
UNLATCH CANOPY
2. LIFT CANOPY BY GRIPS
3. IF CANOPY CANNOT BE
LIFTED USE TAXI-HOOK
RELEASE AFT OF CANOPY

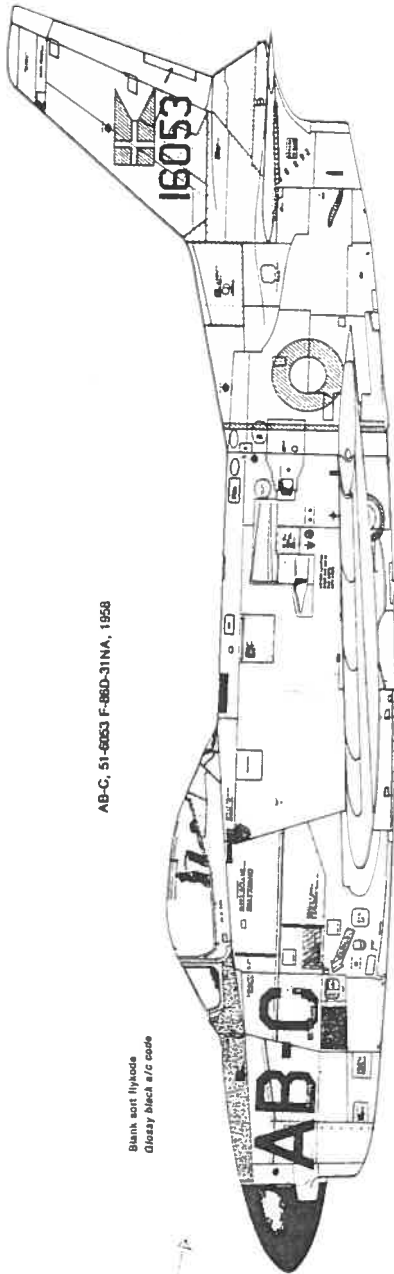
Sort/Gul
Black/yellow



Red trekant/hvid EJECTION SEAT/DANGER
Red triangle/white EJECTION SEAT/DANGER

Blank sort flyskode
Glossy black a/c code

AB-C, 51-5953 F-86D-31NA, 1958



Sort flynr.
Black a/c no.

Sort linierop/hvide pile
Black fin top/white arrows

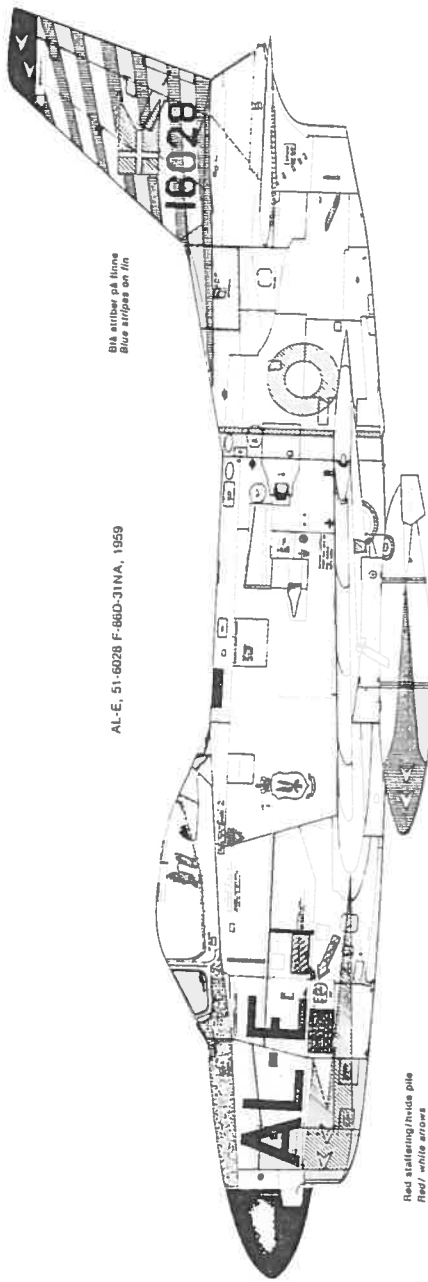


Eskebrilleflyskode ESK 726, 1956-64
Stone, angled og bånd: guld m. sort kontur og tekst
Pulver i kronen, 8 rektangulære stene samt 14-gambis, rød
Perler, diamanter, midtersten samt kort, blå

Squadron badge 726 Sqdn, 1959-64
Eskebrilleflyskode: ESK 726
Blind af præge black
Inside of crown, 8 rectangular stones plus red
Pearls, diamonds, middle stone and cross: blue

AL-E, 51-6028 F-86D-31NA, 1959

Blå striber på lørce
Blue stripes on fin



Red stærfing/hvide pile
Red/white arrows

Blå stærfing/hvide pile
Blue/white arrows



Sort gul
Black/yellow

F-953, 51-5953 F-86D-31NA, 1964

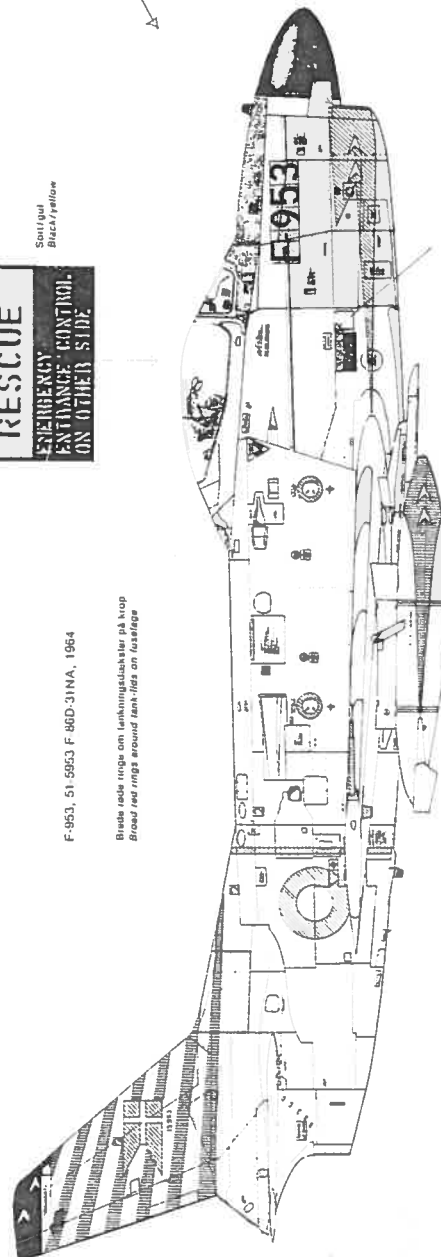
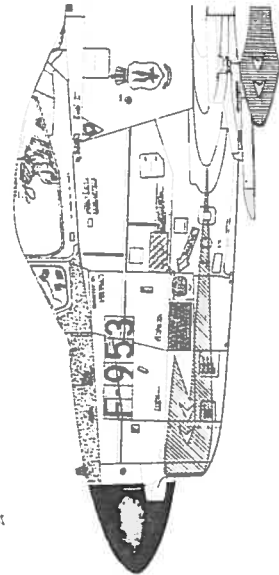
Bredde røde ringe om lankingslukket på krop
Broad red rings around tank-lids on fuselage



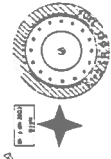
Red trekant/hvid kant/sort DANGER
Red triangle/white edge/black DANGER

Hvidt/rød tekst
White/red text

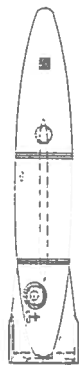
HÆTTE ABNES
IMODSAT SIDE



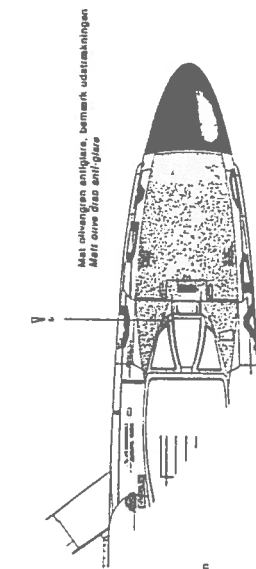
Red/black text
White/black text



Red ring on landing gear
Red ring around tank lid, white text



Red NO STEP
Red NO STEP



Met shenggen anti-glare, bemerk udstrekingen
Met olive blue anti-glare



Red ring on landing gear
Red ring around tank lid

15+

14+

14+

14+

14+

14+

14+

14+

14+

14+

14+

14+

14+

14+

14+

14+

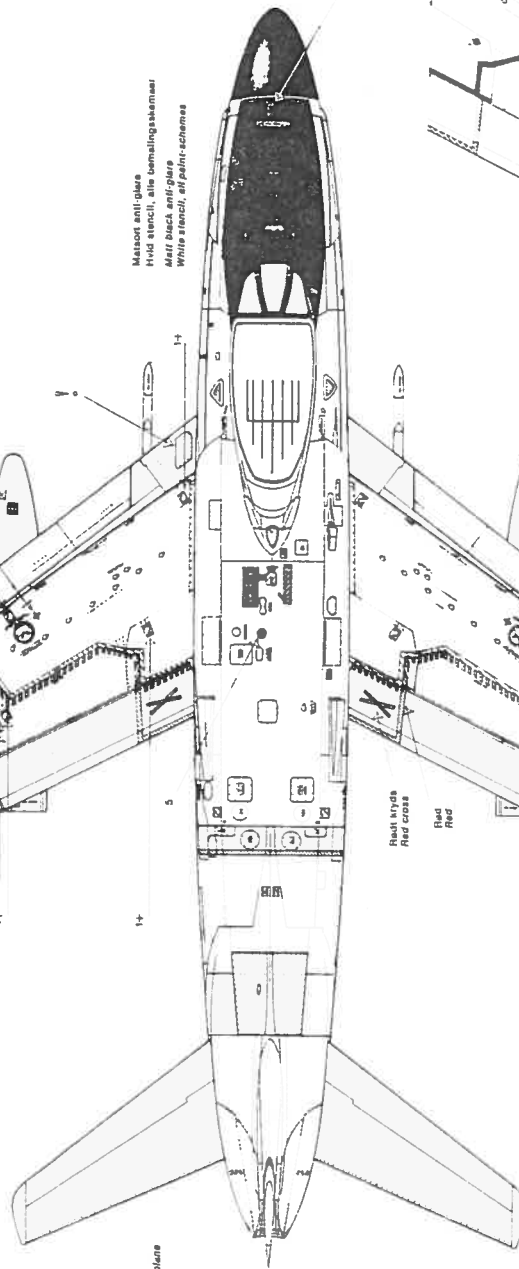
14+

14+

14+

14+

14+



Outside of F-40D-31, 1958-60
Upper side of F-40D-31, 1958-60

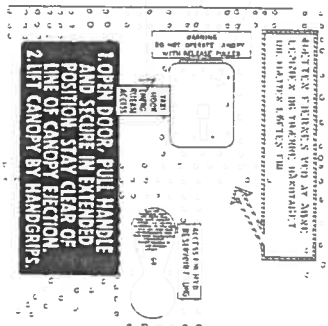
Masoch anti-glare
Held stencil, also bemalingsschema
Met black anti-glare
White stencil, also bemalingsschema

Antenna asymmetrisch plaatsen
Aerial placed asymmetrically

Red wryds
Red cross

Red Red

Sort/gul
Black/yellow



1. OPEN DOOR, PULL HANDLE
AND SECURE IN EXTENDED
POSITION. STAY CLEAR OF
LINE OF CANOPY EJECTION.
2. LIFT CANOPY BY HANDGRIPS.

Q 1
Yel w

Gul lem
Yellow door

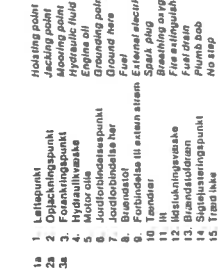
Red plastic rivets, black
Red plastic rivets, black

Orange aluminium on side-lanes
Orange stripe w red rings

SON NO STEP
BLACK NO STEP

afgemengde striben

Yellow/red outline and text



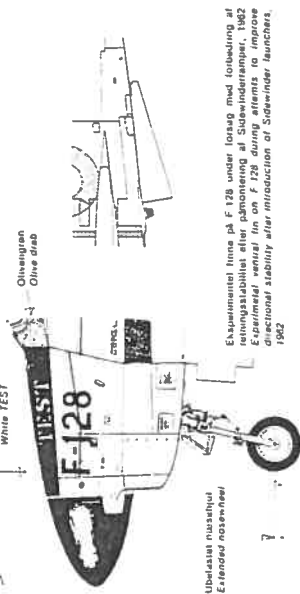
angier sted hvor
der kan være alvorlige in-
fly til fly
showing place where
individual aircraft differ



Symbols with/without white background



Gullrød kant og tekst
Yellow/red outline and text



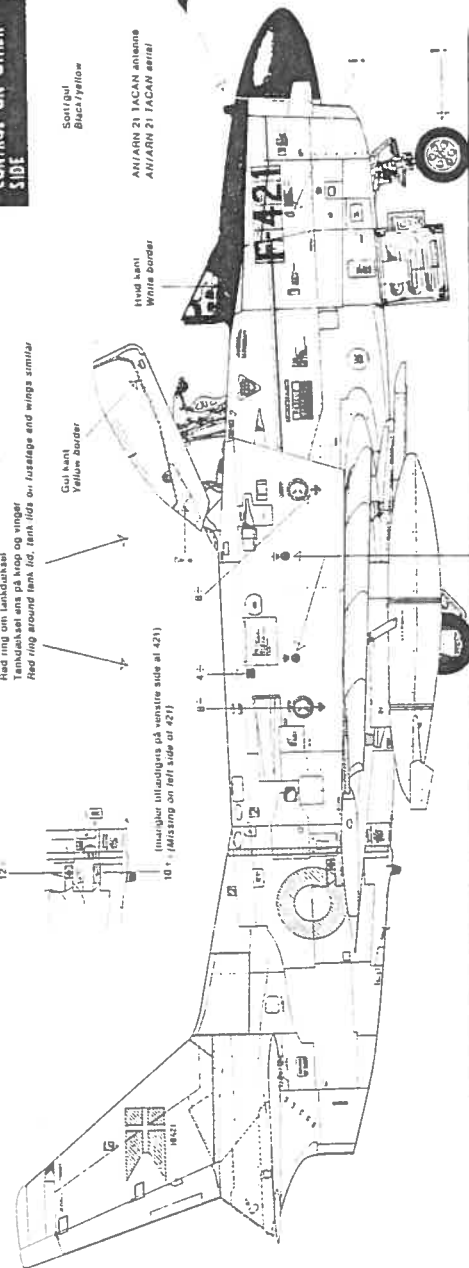
Experimentet inne på F 128 under lørsag med forberedning af betingelsesabstillet efter påmontering af Sidevinderampen, 1962

Experimentet var på F 128 under forsøg med at forbedre betingelsesabstillet efter påmontering af Sidevinderampen, 1962

Remaking scheme F-128 differs from F-016 bortset fra støvsuger - på .016
 Paint scheme of F-128 otherwise similar to that of F-016 except for vacuum cleaner.

Sort/gul
Black / yellow

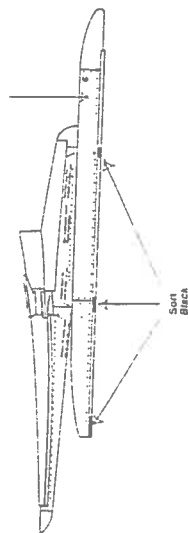
AN/ARN 21 TACAN antenna



Red ring om tankdæksel
Tankdæksel ens på krop og vinger
Red ring around tank lid, tank lids on fuselage and wings similar

0 + (Missing on left side at 421)

Hydrolysis of Starches



F-86D-35-NA	173-554	51-8421	"	28.05.60	ESK 728 13.09.60	WFU 31.03.66 To FLKS 14.05.66 Total hours: 2580
"	173-560	51-8427	"	28.05.60	ESK 728 29.07.60	WFU 31.03.66 To Fire Dump FSNVAN 04.75
"	173-562	51-8429	"	28.05.60	ESK 728 22.07.60	WFU 31.03.66 Decoy FSNKAR
"	173-564	51-8431	"	28.05.60	ESK 728 25.08.60	WFU 31.03.66 Decoy FSNSKP
"	173-582	51-8449	"	28.05.60	ESK 728 31.08.60	Scrapped 1964
"	173-584	51-8451	"	28.05.60	ESK 728 09.07.60	WFU 31.03.66 Decoy FSNTIR
"	173 586	51-8453	"	28.05.60	ESK 728 11.08.60	WO 10.02.64 FSNSKP
"	173-602	51-8469	"	28.05.60	ESK 728 09.07.60	WFU 31.03.66 Decoy FSNVAN
"	173-603	51-8470	"	28.05.60	ESK 728 26.07.60	WFU 31.03.66 Decoy FSNALB
"	173-605	51-8472	"	28.05.60	ESK 728 05.08.60	WO 17.11.62 FSNSKP
"	173-606	51-8473	"	28.05.60	ESK 728 25.07.60	WFU 31.03.66 Decoy FSNALB
"	173-607	51-8474	"	28.05.60	ESK 728 04.08.60	WFU 31.03.66 Decoy FSNKAR
"	173-633	51-8500	"	28.05.60	ESK 728 03.11.60	WFU 31.03.66 Decoy FSNKAR
"	173-637	51-8504	"	28.05.60	ESK 728 09.07.60	WFU 31.03.66 Decoy FSNKAR

abstracts-abstracts-abstracts-abstracts-abstracts-abstracts-abstracts-abstracts-abstracts-abstracts

AUSTRALIA

APMA (Box 51 PO, Strathfield, N.S.W. 2135)
Sep 80 (20 pages) "F-16 Colours" 5 pages including drawings and FS95a equivalents for Israeli, Belgian, Dutch, & Danish a/c; "RAAF P-3 Orion" 5 pages including drawings.

AUSTRIA

OFH NACHRICHTEN (Kannegasse 1/15, A-1150 Wien)
4/80 (50 pages) "Caproni CA 133" 4 pages of text, 8 pages of 1/72-scale drawings, and one photo - all of Austrian a/c; "Brditschka HB-3/HB-1/MB-E1" 7 pages of text and 6 pages of 1/50-scale drawings. Photos: Austrian AB-212 50-HK and Beech Mentor OE-CCW.

BELGIUM

KIT (A. Pensis, Rue des Eburons 35, 1040 Bruxelles)
38 Summer 80 (54 pages) "Les Grumman F9 Panther & Cougar" 44 pages including 8 pages of drawings and 14 photos - most of USN but includes drawings of 2 Argentine a/c 3-A-110 and 3-A-151.
39 Autumn 80 (44 pages) "Stampe-Vertongen SV4Bis" 27 pages including 6 pages of drawings and 29 photos - all Belgian a/c - includes drawings and photos of ground equipment.
40 Winter 80 (50 pages) "MiG 23 - MiG 27 Flogger" 29 pages including 19 pages of drawings and 5 photos - drawings of Libyan 23, Czechoslovak 23U and 27, and Egyptian 27.

CANADA

RT (Box 626, Stn. B, Ottawa, Ontario K1P 5P7)
4 80 (16 pages + insert) "C-47 to DC-3 in 1/48" 5 pages including 3 pages of drawings and 4 photos of Canadian civil DC-3. Two page pages of drawings of DC-3 including interior details. "RCAF Markings Circa 1960" 3 pages of official markings for RCAF Dakotas, plus 3 photos.
5 80 (24 pages) "Canadian Corvettes" (not the a/c but the ship) 12 pages including 8 photos of ships and 14 of "gunshield art", list of Canadian-built ships. "Cunarmodel 1/72 MB.326, MB.326K, MB.339" These injection molded kits from Italy are given good marks. Kits includes clear canopy, paint chips, but no decals. Price approximately US \$3.50 each from R. Gualdoni, Via Leopardi 15, 21035 Cunardo (Va), Italy. Future releases include Re 2005 and SF 260 Warrior.

HIGH FLIGHT (Box 393, Stittsville, Ontario K0A 3G0)
Vol. 1 #3 (40 pages) "Barker VC - part II" 8 pages including 18 photos. "Lancaster II" 12 pages including 25 photos, operations list, & a/c history - RCAF a/c only. "Typhoon Attack" 8 pages including 17 photos. "Airman's Album" 12 photos. "Chronology 1921" 10 photos.
Vol. 1 #4 (40 pages) "CFB Bagotville" 8 pages in-

cluding 12 photos of Voodoos, CF-5A, & CH-118. "Viking the Story of the Air Forces First New Aircraft" 16 pages including 19 photos, service history, and 1/54-scale drawings. "Alligators and Bats - the Story of 440 AW(F) Squadron 1953-1962" 6 pages including 15 photos of CF-100s. "Order No. 9063 - the Grumman/CCF G-23s for Spain" 7 pages including 10 photos and a well researched text. "Chronology 1922" 12 photos. "Airman's Album" 15 photos of Short seaplanes in Zanzibar.

(Editor's note: This magazine is highly recommended. The text is well researched and intelligently written, the scale drawings are unusual and well done. Best of all are the photos, most of which are not just another photos of another airplane, but a scene full of action, aircrew, and ground equipment. A great bargain at 6 issues for \$14 Canadian.)

ENGLAND

IPMS MAGAZINE (P. Clisby, Flat 8, Block M, Peabody Estate, Hammersmith, London W6 9QW)

Sep/Oct 80 (16 pages) nothing of small air forces interest but plans for a South African armored car circa 1938 (diorama?).

Nov/Dec 80 (20 pages) photo of Spanish Aviojet 793-08. Conversion article and drawings for RN Spitfire XV.

MILITARY AVIATION REVIEW (US distributor - Aero Research, 4672 Flamingo Park Ct., Fremont, CA 94538)

Oct 80 (24 pages) Photos: Indonesian Hawk LL-5301, Greek TA-7H 161218, Mexican AF Boeing 727 TF-01/XC-UJA, Algerian GvH. Mystere 20 7T-VRP, Spanish F-5A 211-70 and F-5B 211-18, Turkish F-100 FW-760.

Nov 80 (24 pages) Photos: CAF CH-124 431 & 436, Italian Navy AB-212ASW 7-19, Danish Sea Otter 882.

Dec 80 (24 pages) "Canadian Armed Forces" 6 pages including photos of Argus, Dakota, Musketeer, Iroquois, Kiowa, Sea King, Voodoo, CF-5, CF-104, Tutor, & CF-100.

Jan 81 (24 pages) "Sea Fury Round-Up" While primarily a listing of all known Hawker Sea Furies still in existence, information on the number and type Sea Furies exported is listed by customer. Countries that received this a/c were: Australia, Burma, Canada, Cuba, Iraq, Morocco, Netherlands, & West Germany. Of particular interest is that two Sea Furies are on display in Cuba, both in Cuban serials and codes. One is at the Bay of Pigs Museum, Playa Geron and the other at the Museum of the Revolution, Havana. Perhaps one of our Latin American members could obtain photos of these a/c so that drawings could be prepared for publication in the SAFO.

FINLAND

IPMS-MALLARI (PL 798 00101 Helsinki 10)
#35 (8 pages) "Dragon Rapid in Finland" 5 photos

and two pages of drawings including OH-BLB in yellow Eastern Front markings, OH-BLA, OH-VKH, OH-VKI, and LN-BFB (Norway). Also, drawings and photos of Finnish Comet tank.

ITALY

JP-4 (CP 1550, 50100 Firenze)

Sep 80 (88 pages) Photos: Italian Albatross 15-14, C-47 14-40, Thai Police Skyvan (color), Venezuela AB 212ASW (color), Peru SH-3D (color), Yugoslav AB 212 YU-HCJ, Carabinieri AB 212 (color). "Lista di Produzioni dell' F.8 Falco". "Il Museo dell' Aviazioni di Cracovia" photos and complete list of a/c in Krakow museum (including many WW I a/c not on display). "Plastimodellismo" color profiles of Skyraiders - including two in South Vietnam markings.

Oct 80 (88 pages) Photos: Venezulean P.68 YV-928P, Zaire C-130H 9T-TCC, Angola F-27. "Brabazon i Princess: I Jumbo Stile Anni '40". "Plastimodellismo" color profiles of Fi.156 including one of the Italian Co-Belligerent Force. Photo: Iranian Chinook 4-201.

Nov 80 (88 p) Photos: Argentine MB.339A 4-A-111, Italian AB.47J 53-94, Indonesian Hawk 01, Yugoslav F-84G 10676 (color), Chile F-5E J-804 (color). "KC-135 Tanker Boeing". "Plastimodellismo" color profile of AB-206 including Saudi Arabia, Israel, & Oman.

Dec 80 (88 pages) Photos: Angolan Air Lines Lockheed L.100 DZ-THA, Argentine MB.339 4-A-111, Somalia G-222 AM94 (color), Canada CF-5A 723 (color). "MiG 23/27 Flogger" 6 pages including color 3-view of MiG-27 & color profiles of MiG-23 of East Germany, Algeria, Libya, & Czechoslovakia. Reprint of recent Air International article. "KC-135 tutte le Versioni" 9 pages including 26 side-view drawings of various versions. Two new books available from JP-4: "Italiani nell' Aviazione Repubblicana Spagnoli" and "C-119 un'Epoca nel Trasporto Aero" - L9,500 each.

(Editor's note: All SAFCH members will receive a sample copy of JP4 compliments of the publisher. This great idea was suggested by their editor, and I sent him a membership list on 7 March 1981.)

NEW ZEALAND

SCALE DIMENSION (Paul Tibbutt, 72 Walworth Ave., Pakuranga, Auckland)

#3 (24 pages) "The Ugly Kiwi: Bristol B.170 Freighter RNZAF" 6 page conversion article including drawings and photos. "Kiwi with the RAF: Avro Lincoln with 75 (New Zealand) Squadron" 3 pages including drawings. "RNZAF Douglas SBD Dauntlesses" a page of text and one of drawings.

(Editor's note: Nearly 2 pages of this issue are devoted to describing the SAFCH and SAFO. I want to thank the editors for their generous attention, and I hope that this is the beginning of a close and profitable cooperation between our groups.)

SOUTH AFRICA

AFRICAN AIR REVIEW (PO Box 1413, Alberton 1450)

Sep/Oct 80 (24 pages) Photos: Botswana DF Bulldog OD3, Lesotho Police Mobile Unit Skyvan SC7-PMU2, Tanzania DHC-5D JW9021. "African Air Forces - Rhodesia (4)" one page of text and a/c histories for Vampire FB9 and T11.

SWITZERLAND

VIRUS PLASTICUS (Olivenstr 2, 9320 Arborn)

4/80 (30 pages) "MBB Bo 105" 2 pages of text, one page of drawings, and 6 photos of Swiss civil a/c.

USA

DIRTY PLASTIC (509 W. El Camino Dr., Phoenix, AZ 85021)

Winter 80/81 (20 pages) Drawings: PZL P-11c in Soviet and Nazi markings, Israeli F-16B, Soviet Hampden, Lancaster, & FW-190D, same DC-3 in Belgian, Italian, & German markings. "JA-37 Vigen" conversion article with plans in 1/72 and 1/48. "Val" kit review and conversion with 2 pages of side view drawings.

Spring 81 (24 pages) Drawings: Irish & Turkish Battle Target Tugs, Spanish Loyalist FW-56. "Hang it on a SAAB" drawings of Draken underwing stores.

AIR INTERNATIONAL

Canada: Dashing Success from Downview (DHC-7) Vol. 19 No. 3. Electronic Warfare in NORAD - The Black Knights and the Green Mountain Boys, Vol. 19 No. 4.

China: Fantan - A Sino-Soviet Melange, Vol. 19 No.3.

Europe: A New Fighter for Europe, Vol. 19 No. 3.

France: Mirage 2000 - Export Fighter for the 'Eighties, Vol. 19 No. 3.

Finland: Vinka Enters Service, Vol. 20 No. 2.

International: World Directory of Military Trainers 1981, Vol. 20 No. 2.

Italy: Trainer with a Difference - The Caproni Vizzola C-22J, Vol. 20 No. 2.

The Netherlands: Maritime Friendship, Vol. 19 No. 6.

Sweden: Jakt Viggen: Major Boost for Swedish Air Defence, Bol. 19 No. 1.

Thailand: Thailand Seeks Enhanced Air Capability, Vol. 19 No. 1.

(Compiled by Tor Scott, SAFCH #403)

#4 79: Article with drawings and photos on the Dornier Do-24 Flying Boat in Dutch service.

#1 80: Dutch Douglas 8A-3N article with drawings and photos.

#2 80: Description of the new colour scheme of the Dutch helicopter stunt team (Alouette III), the Grasshoppers. With drawings and photos.

#3 80: Additional information with drawings of Grasshopper stunt team.

#4 80: Article on the Kfir C.1 and C.2 with drawings and photos.

Compiled by Fred Bachofner (SAFCH#15)

DE VLEGENDE HOLLANDER

Dec 80: B&W photo Indonesian C-130 A-1317; article on the Belgian AF with photos of F-16 FA-05 and FA-07, Alpha Jet AT-01, Mirage VBA BA-30, Merlin CF-06, SF. 260 ST-01; color photo of Iranian F-4D 3-602/14870 and F-5E 00903.

HERKENNING

Jan 81: B&W photos of Yugoslavian AF F-86 14325 (monument), MiG-21 708, C-47 7317, and Il-18 73201; Indian AF An-12 L2171.

British Aviation Review and Roundel

Nov 80: Monthly listing (with details) of all military crashes in the world; usually one or two pages.

Dec 80: photo of Dutch AF F-104G D-8319 in Turkish colors.

SEAR

Dec 80: B&W photos of Finnish AF MiG-21 MG-91, MiG-21bis MG-117, Saab 35 DK-207; Yugoslav AF T-33 10252 (local serial) and F-84G 10676; Greek Navy AB-212ASW N25; an interesting article about West German AF Wing at Luke AFB, Arizona, with histories of all their F-104 Starfighters (by Ben Marselis & Andy McGregor).

Compiled by Ben Marselis (SAFCH #143)

MODELBOUW IN PLASTIC

#3 77: Article on Dutch Avro Anson with drawings.

#4 77: F-104G Starfighter Special with lots of information, drawings, photos, etc. of the a/c in RNethAF service.

#2 78: Dutch N.A. F-86K Sabre article with a good drawing and some photos.

#3 78: Article on the Mitchel bomber in service with the Dutch Navy (with drawings). Fokker G.I modelling article. Northrop NF-5A article with drawings, photos, and modelling information (Dutch a/c). Dutch F-16 with new colour scheme.

#4 78: Fokker G.I article (only modelling information). Fokker F.27 article with drawings, photos, etc. of Dutch a/c.

#1 79: Part 2 of F.27 article with drawings and detail photos. Fokker G.I colour scheme and 1/72 scale drawings.

POLISH AIR FORCE

EARLY AIRCRAFT

1. LVG C.VI serial 1505/18 of the 4th (Torun) Eskadra. Varnished plywood fuselage, white serial. Squadron insignia (1a) was a blue and white eye with a black pupil, white eyelashes and stars. Sometimes this was painted on a red rectangle, but not in this case.

2. Nieuport 17. Silver overall with Amazon insignia (2a). Body was flesh colour with black hair and wooded colour bow.

3. De Havilland DH-9 serial H5721. Polish markings applied over RAF cockades, RAF serial retained in white. Standard British camouflage of P.C.10 upper surfaces of wings and tailplane with clear doped lower surfaces. Grey ply and metal areas of fuselage; fabric areas were P.C.10.

4. Nieuport 24. Silver overall with grey devil insignia.

5. Ansaldo A.1 of Kosciuszko Squadron. This was the only Ansaldo to carry stork insignia, painted on light circle, where Italian cockade had been removed. White numeral and red and white bands on varnished ply fuselage. Wings and tailplane were cream coloured (clear doped). Note that the upper view shows the colours of the wing insignia reversed to the normal positions (5a).

6. Kosciuszko Squadron insignia. White field with narrow black outline. Red vertical bars and hat, black hat band, silver sythes with brown handles, red white and blue feather and cockade on feather, blue stars.

7. Albatros C.XV. Grey engine panels. Varnished ply fuselage (a light colour) with clear doped wings.

8. Rumpler C.I serial 104. Grey metal panels, cream fabric areas. Black serial marked on a white rectangle.

9. Nieuport 12 two seater of 10th Eskadra. Natural metal cowl, grey panels. Note that this colour does not extend back to the rear modified cockpit. Rest of the airframe cream colour. Squadron insignia consists of a white eagle holding a red heart with the white "X" inscribed thereon, the whole carried on a blue field.

10. Poland's only Avro 504K in standard British camouflage of grey metal panels, P.C.10 upper surfaces and clear doped lower surfaces.

11. Bristol F2B Fighter (Sunbeam Arab) serial 20.48 (RAF serial H-1279). Polish markings over standard British camouflage as per Avro 504K above. White RAF serial, grey Polish serial.

12. Morane Saulnier M.S.35 EP2 serial 50.3. Natural

metal (or possibly grey) metal panels, khaki upper surfaces of wings and fuselage. Black serial.

13. Halberstadt CL.II(Bay) serial 202/18. Same basic scheme as Albatros C.XV (No. 7). Serial was marked in black in white rectangle.

14. Hannover CL.II. Dark coloured fuselage (green?) with white numerals and stencils. Losenge wings.

15. Morane Saulnier M.S.30 of the French Pilot's School in Warsaw. Same scheme as the M.S.35 EP2 above (No. 12) but serial is white.

16. Nieuport 24 of Lt. Arthur Jurkiewicz. Insignia is a Russian personal insignia. The rudder and fuselage band are white. The wing insignia consist of white squares which covered the wing from leading to trailing edge.

References:

HISTORY OF THE POLISH AIR FORCE 1918-1968 by Cynk.

FLIGHT OF EAGLES by Karolevits and Fenn.

Various issues of SKRZYDLATA POLSKA, AIR PICTORIAL, and SMALL AIR FORCES OBSERVER.

Photographs and information generously supplied by Marian Kryzan. Acknowledgement is made to Ian Stair who supplied the Rumpler and Albatros plans.

Colin Owers (SAFCH #261)

(Editor's note: This article is reprinted with the kind permission of REPLICAIR - The Official Publication of Air Replicas International. I don't know the current status of this magazine but its editor, Warren Eberspacher, writes "I have a very extensive aircraft library and I am now applying this information to 3/4 scale piloted replicas. My first bird is the Dutch Fokker D-21. I'll probably fly the time off in Dutch colors (to get my experimental certificate), but fly it as my personal machine in the colors of a Finnish ace. From there I go to Spits, P-51's, Stukas, Hurricanes, etc. I'm always looking for pilots who have the \$\$, but not the time or skill, to have a replica fighter of their choice custom built for them. If you run across any, send them my way. Every bird will be a scale standard setter." Now, that is what I call the ultimate small air force trip. For anyone interested, Warren's address is: PO Box 2218, Durango, CO 81301.)

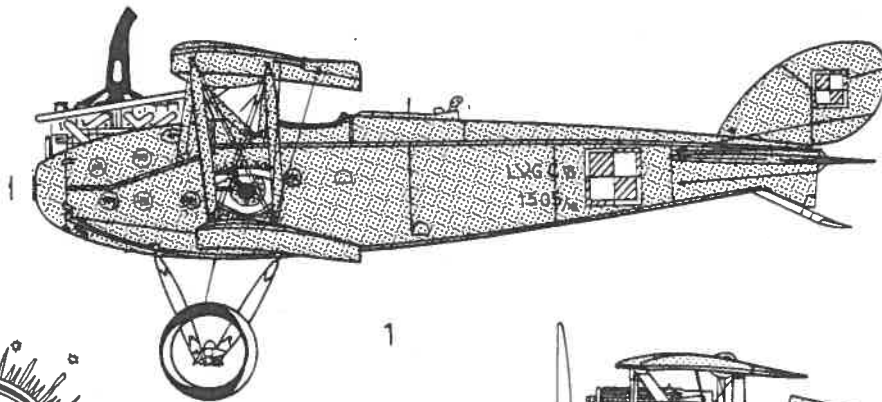
TBU 68: SAMOLOT BOMBOWY VICKERS WELLINGTON by Tomasz Kowalski. 20 pages (16.5 by 24 cm) 21 photos and 6 pages of color drawings. Available from the SAFCH at \$2.50.

This latest release in the Polish TBU series is by SAFCH member 'Tomek' Kowalski. The format is in the usual TBU style: "Historia Rozwoju Samolotu" (7 pages), "Konstrukcja Samolotu" (2 pages), "Zastosowanie Samolotu w Dywizjonach Polskich Sił Powietrznych" (4 pages). The text is complimented by line drawings showing the evolution of the Wellington from the Type 271 through the GR XIV, a table of "Dane Techniczne" for all versions, photo of interior, and 17 photos of Polish Wellingtons. The color plates are outstanding, probably the best yet in any TBU. This color work includes a 5-view "center fold" of Wellington IV GR-Z (Z1277) of 301 Sq., and profiles of IC GR-H (R1006) 301 Sq., II SM-A (W5590) 305 Sq. (with Merlin engines), III BH-M (X9283) 300 Sq., IV BH-Z (Z1407) 200 Sq. (a/c that returned from Bremen with fabric completely burned off the rear fuselage - I would sure like to see someone build a model of this machine), X BH-E (HF598) 300 Sq. (subject of Matchbox kit), X S (HZ258) 304 Sq. (Coastal Command colors), GR XIII A (HZ 551) 304 Sq. (with radar antennas all over the place),

GR XIV QD-V (HF268) 304 Sq. (chin radar), and GR XIV QD-S (HF208) 304 Sq. (chin radar and Leigh light). Not only are these color plates a feast for the eyes, but the selection of subjects is just about perfect, illustrating all types, squadrons, and color schemes. This coverage sets a standard other authors should try to emulate. TBU 68 is highly recommended to all SAFCH members, even those who do not read Polish.

(Editor's note: Tomek writes that his book on Polish a/c markings is at the printer and he expects it to be available in May. Response to the announcement of this book in SAFO #18 has been excellent with 45 orders received already. Still no price (other than the estimate of \$5-6), so if you have not reserved a copy, please drop me a line immediately. If anyone wants to be informed of the price as soon as it is available, please send a self-addressed postcard marked "Polish Book".)

One copy each of the following TBUs are available from the SAFCH office: #57 SAMOLOT MYSLIWSKI La-7 \$3.00. #65 SAMOLOT TOWARZYSZACY LUBIN R-XIII \$3.00. Both are by SAFCH member Wieslaw Baczkowski and feature excellent color plates.

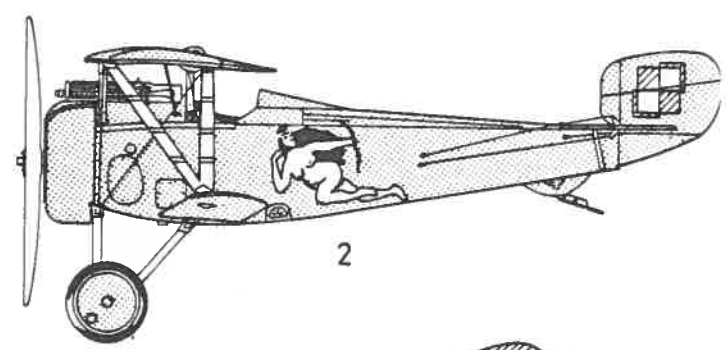


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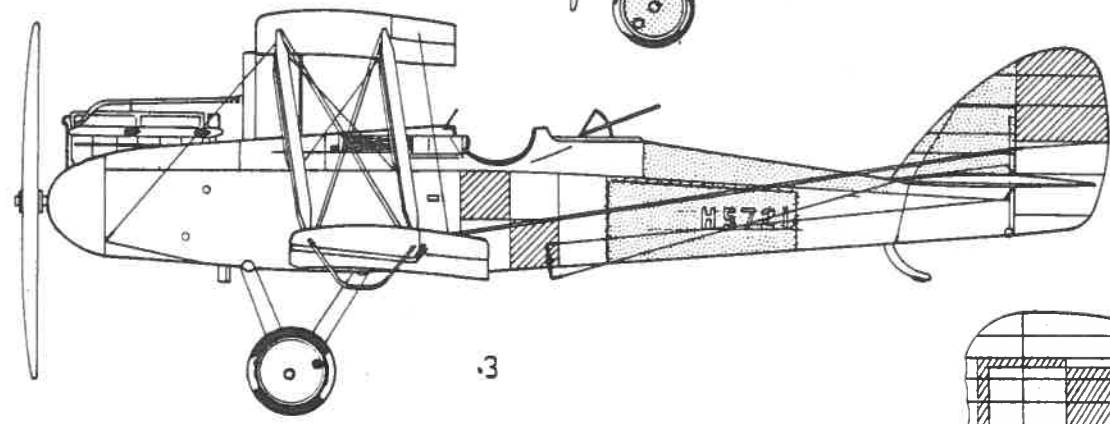


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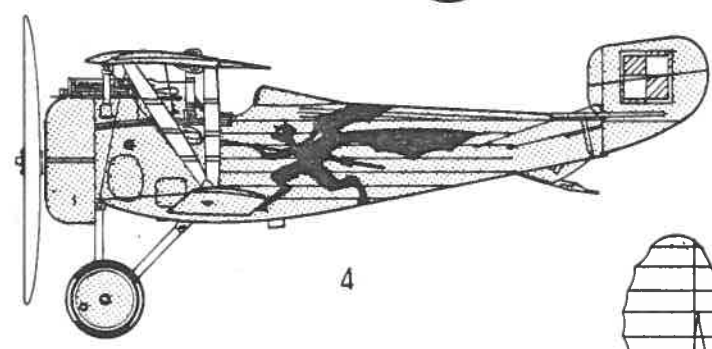
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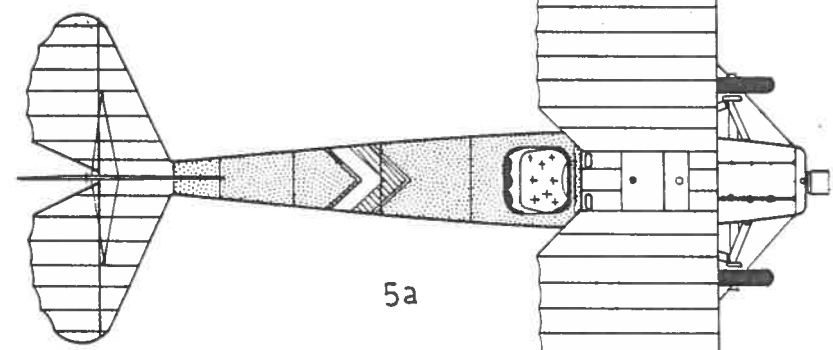
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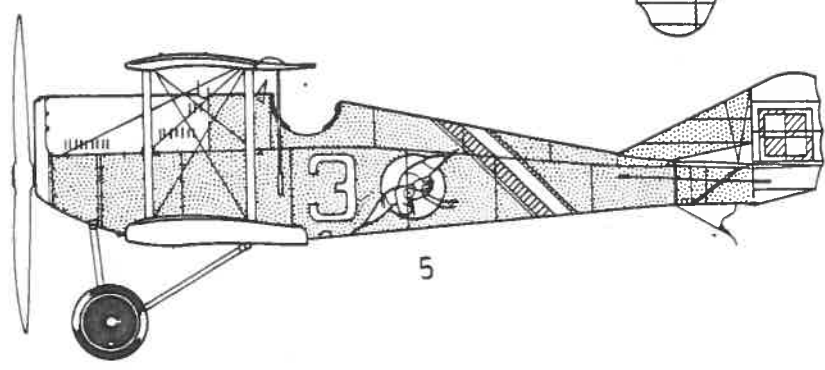
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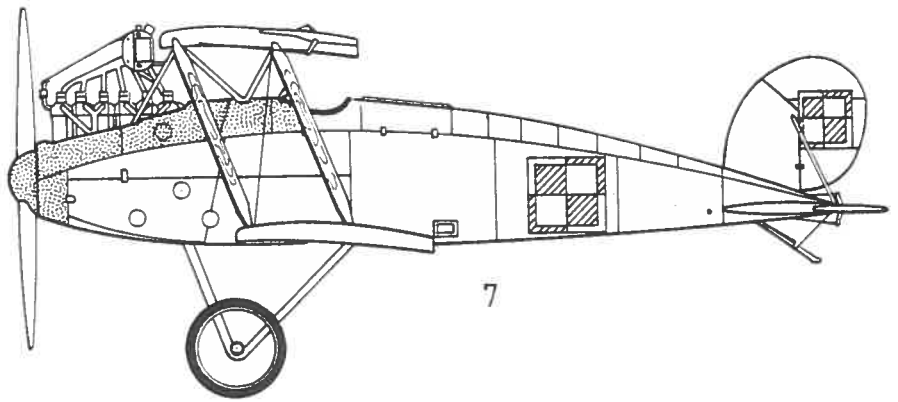
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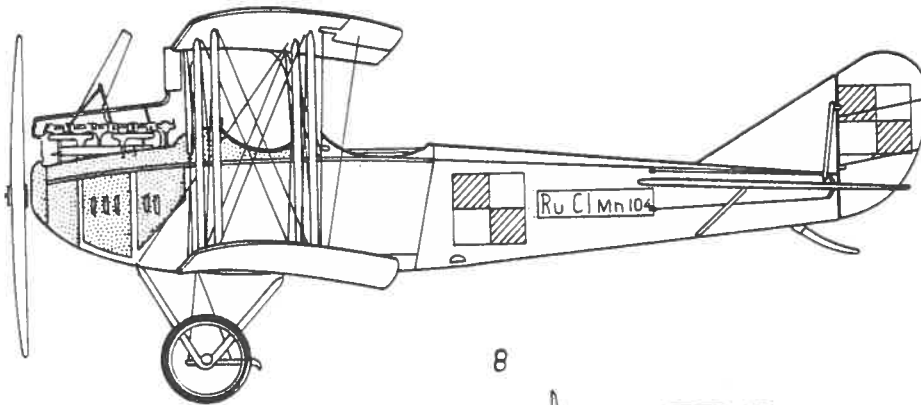
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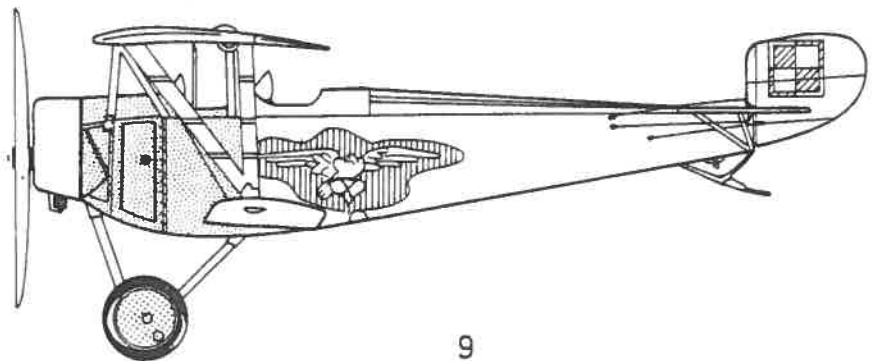
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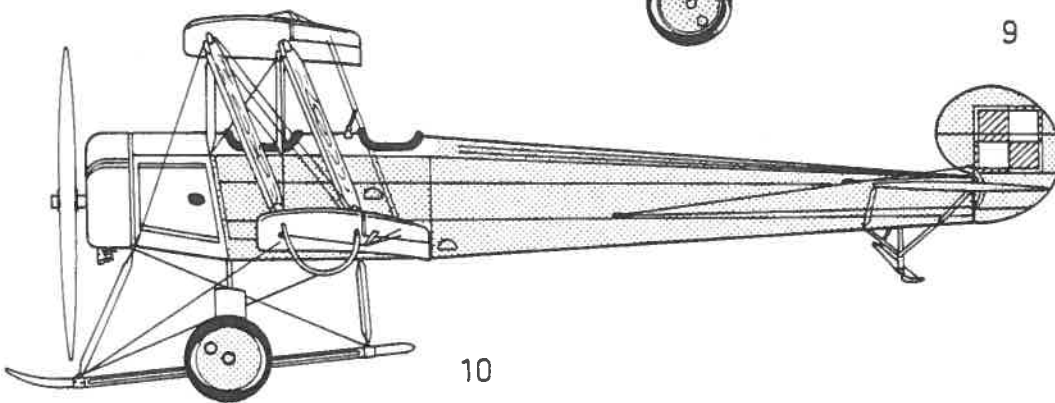
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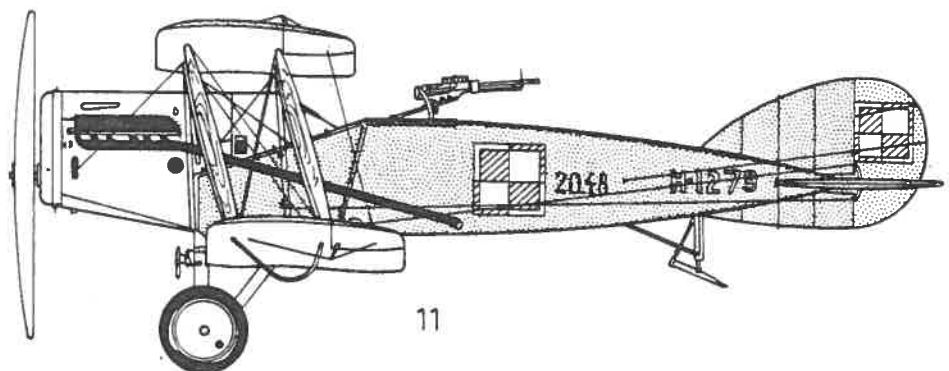
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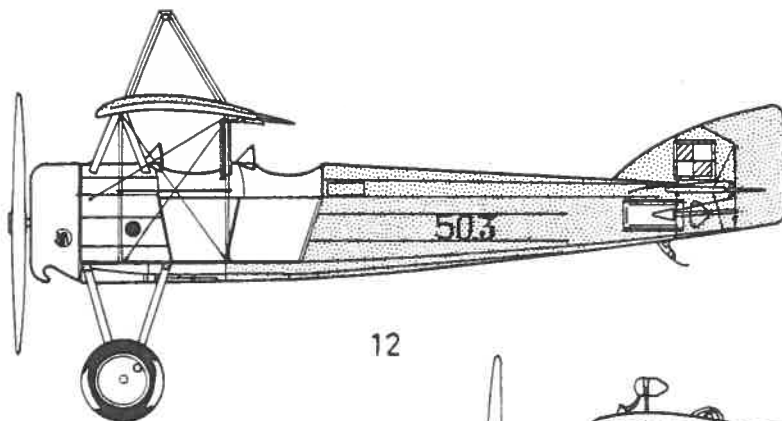
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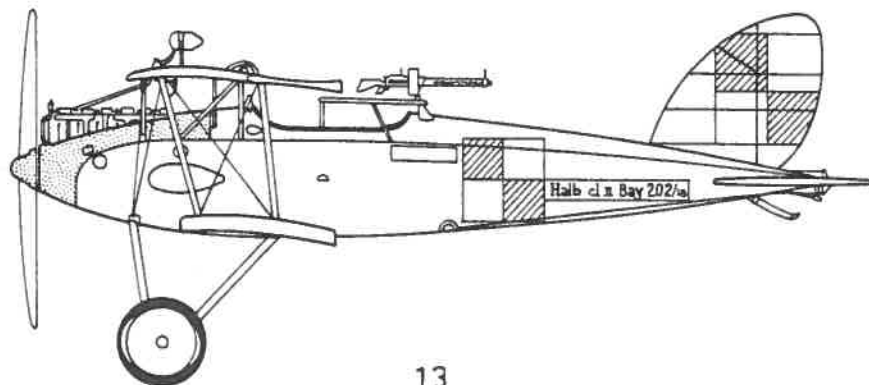
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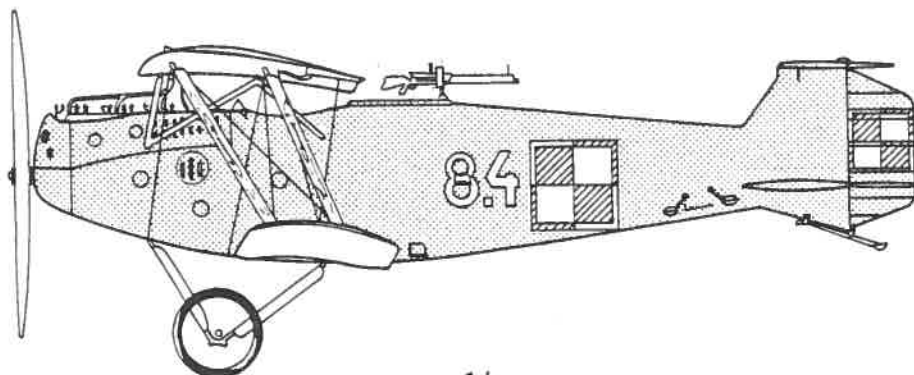
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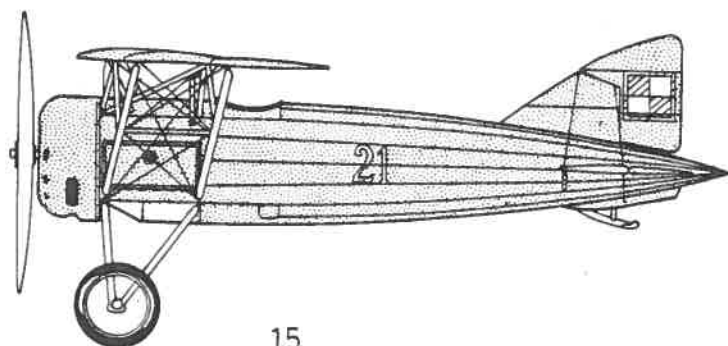
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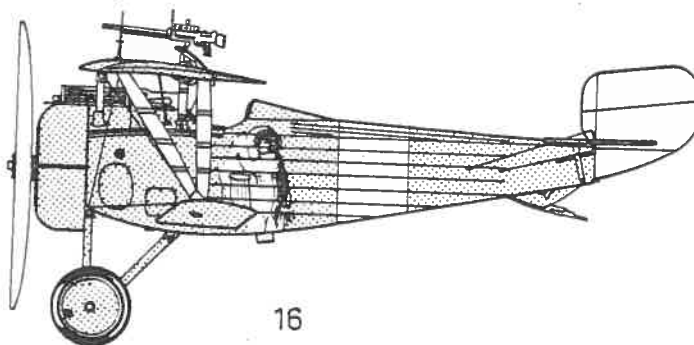
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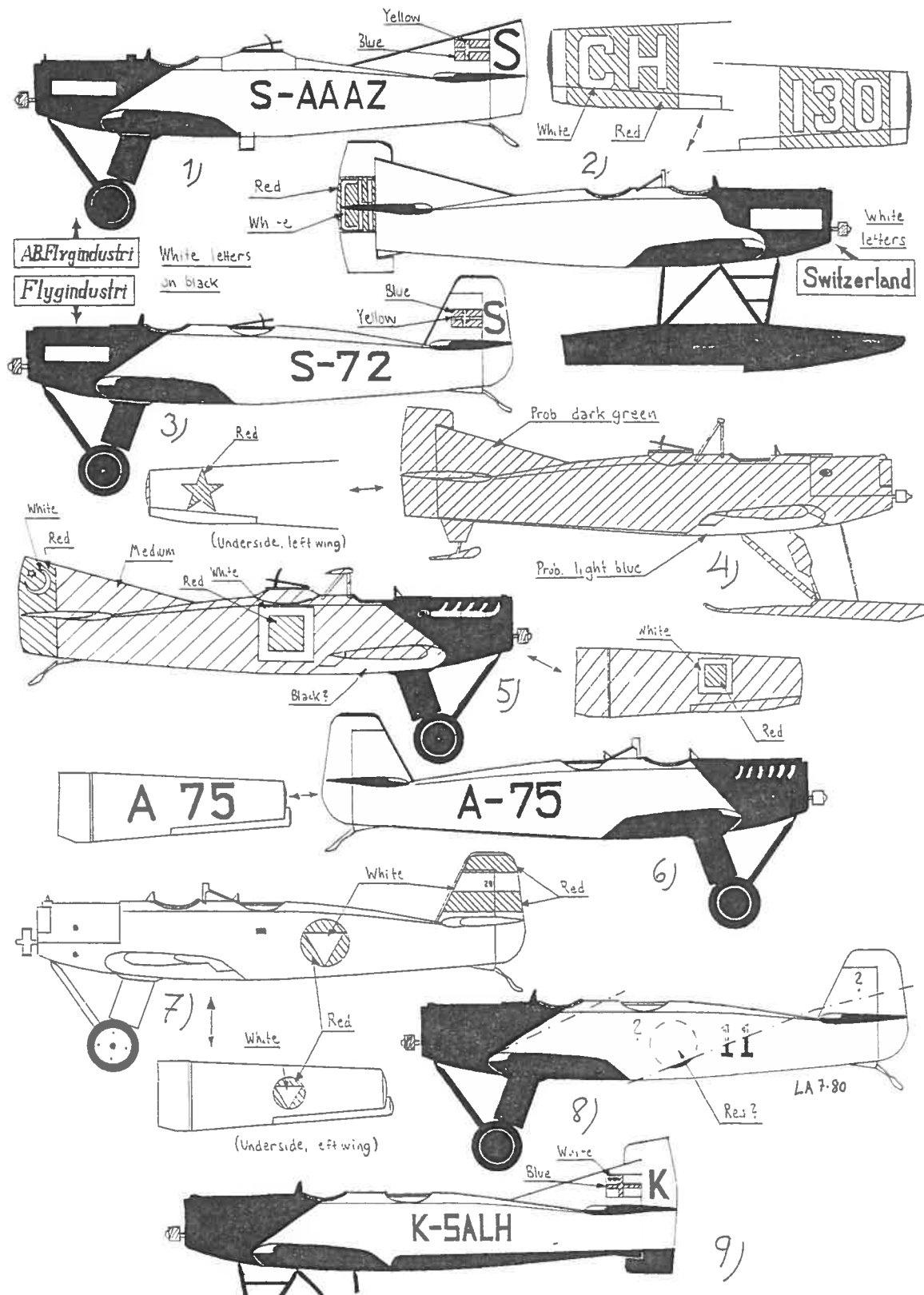


16

Powers '77

THE JUNKERS A.20/A.35/R.02/R.53

Lennart Andersson (SAFCH #68)



Aircraft of the Spanish Civil War

Part 4 - IL BAFFO: BREDA Ba.65

In April of 1937, eighteen Breda 65 bombers were sent to form the 65a Squadriglie d'Assalto of the 35 Gruppo Autonomo Bombardamento Veloce of the Aviazione Legionaria (Italian Legion) supporting Franco's Nationalist forces. This aircraft, the development of the Breda 64 proved to be a useful addition to the Italian forces in Spain when used in conjunction with the Fiat BR.20s which formed the other two Squadriglie of the Gruppo (# 230 and # 231). It is interesting to note that, although slow by the standards of the day, only two machines were lost to enemy action during the war. Also of note is that one of the first officers to serve with the unit, Lt. Dulilio Farali, later became its Comandant and later still Chief of the Italian Air Staff from 1969 to 1971.

The drawings show three of these machines in service with the Aviazione Legionaria:

Fig. A: This machine has the upper surface finished in olive and sand mottle. The lower surfaces are finished in mid-grey. The Squadriglie badge is carried on the tail (see Fig. F). The rudder is white with the standard black St. Andrew's cross, the fuselage numbers and disc are also black. The prop spinner is white. Lower wing national markings, shown in Fig. D) consist of white wing tips, a black disc, and two black stripes. The upper wing markings consist of a white wing tip,

white St. Andrew's cross, and black disc, also shown in Fig. D. (The segented finish, however, is for the aircraft shown in Fig. B.)

Fig. B: A segmented scheme in sand, dark green, and dark red brown on the wings (Fig. D) and fuselage. The lower surfaces are pale blue. The prop and edges of the cowl are natural metal. The rudder has standard markings and the fuselage markings are again in black. Upper wing markings are a single black disc above and below the wings. Figure D shows these, but the wing tip markings, cross, and stripes are not applicable to this machine.

Fig. C: A machine in overall mid-grey. Tail markings and badge, together with wing markings, are as for Fig. A. The fuselage numbers are in black with a black disc on which is the white "M" badge of 35 Gruppo. This is shown in detail in Fig. E.

Fig. D: A composite view of all three aircraft. For details see descriptions of individual machines.

Fig. E: The badge of 35 Gruppo.

Fig. F: The Squadriglie badge carried on aircraft A and C. It consists of a black bird outlines in white (the reverse of the drawing) with red flames in its beak. The lettering is black on a white banner and reads "NI FANNO UN BAFFO".

Bob Massey (SAFCH #364), 108 Worrall Ave., Arnold,
Nottingham, ENGLAND.

[illegible]

LENTAJAN ALBUMI 4 (Pilot's Album 4) by Toivo Sorsa.
"In the series of narrative picture books on history of the FAF Toivo Sorsa has again published a new book the main subject of which is aerial topography and photography reconnoitering during the war against the USSR in 1941-1944. The missions used Bristol Blenheim IV, Iljushin DB-3 and Dornier Do 17Z planes and the long-distance reconnoitring was also performed with Petljakov Pe 2. On the basis of the experience accumulated during the Winter War 1939-40 FAF developed aerial photography methods during the Temporary Peace and when the war broke out again in the summer of 1941 the hostile terrain was photographed in front of the attacking Finnish army. Maps were urgently produced from the films for the quickly advancing land forces. In the summer of 1942 a temporary flight, called Flight Ahtiainen, was established for aerial photography to the need of the army. The Flight performed also long-range flights far on the enemy's side, all the way to the Archangel railway. The Flight operated only in the summertime and was disbanded in the autumn, but the activity went on in different squadrons and in the summers 1943 and 1944 photography flights were again resumed."

(Editor's note: Those of you who have received the earlier volumes of this series will know that these are excellent books with extremely interesting photos. Once again, the publisher is offering these books to SAFCH members at a substantial discount. Volume 2, 3, and 4 are available at \$10.00 each plus postage from Finland. (Volume 1 is out of print.) As before, we must order at least 3 copies at a time. So, if you don't mind a long wait, send \$12 for each volume you want to me and I'll place a group order. I'll charge only for the exact postage and credit your SAFCH account with any surplus. Those of you who can't wait and our European members may want to order directly from the publisher. List price is 58 Fmk (about \$14.25) and the address is PM-julkaisur, PL 213, SF-90101, Oulu 10, Finland. Those of you who ordered Vol. 3 will have already received Vol. 4. This was my mistake and I hope that no one was disappointed. If you were, write to me and we'll straighten things out.)

SEAR (South East Air Review). Published for Private Circulation only by the West London Aviation Group.

Ben Marselis, who provides us with the abstracts of Dutch magazines, sent me a copy of SEAR. Ben says that while each issue contains much small-air-forces information, it is impossibly difficult to abstract, and he asked for editorial guidance.

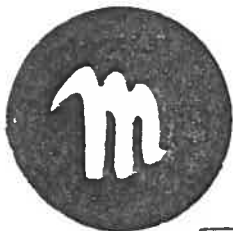
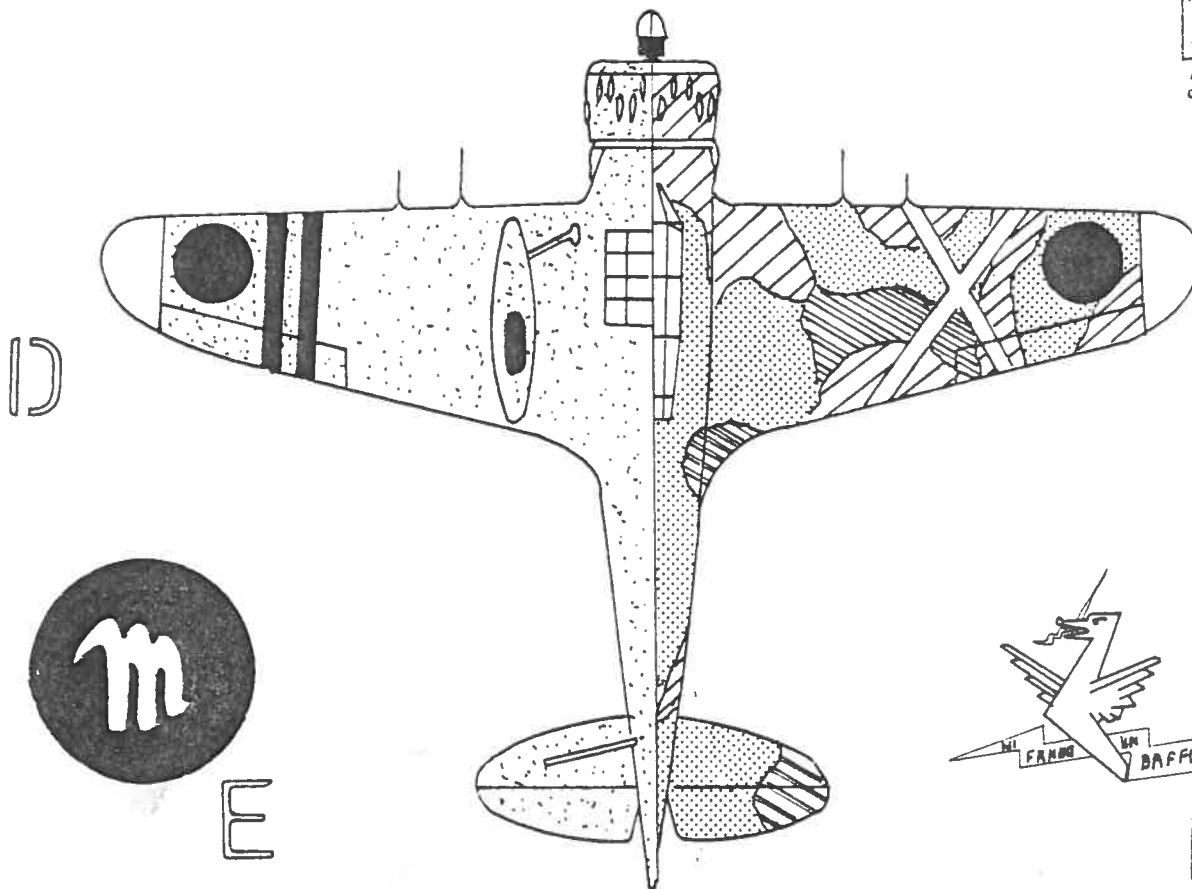
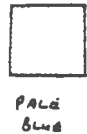
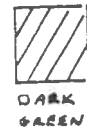
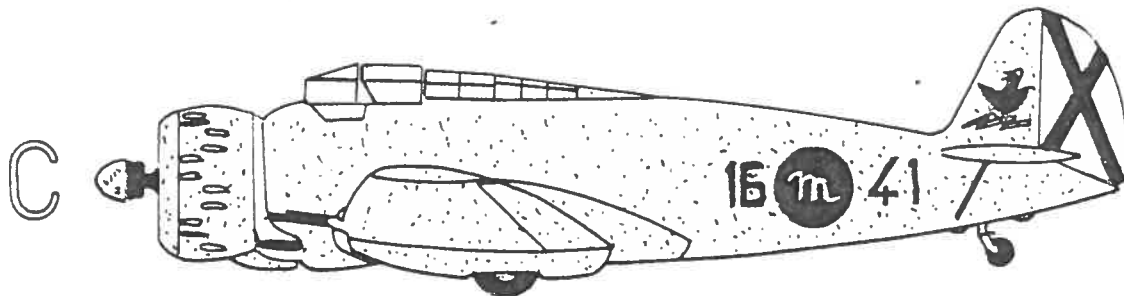
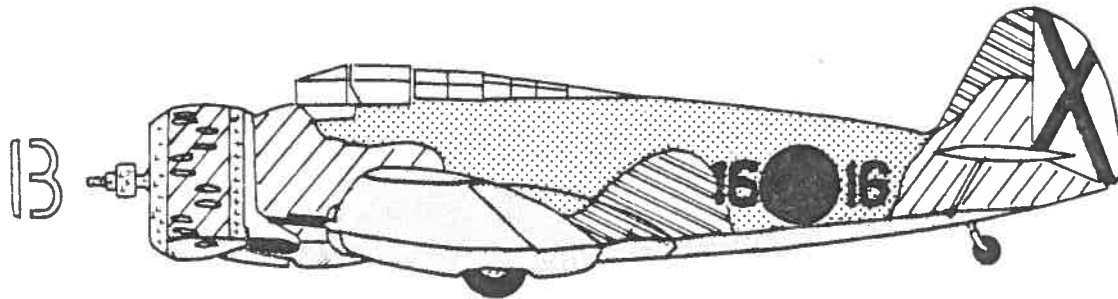
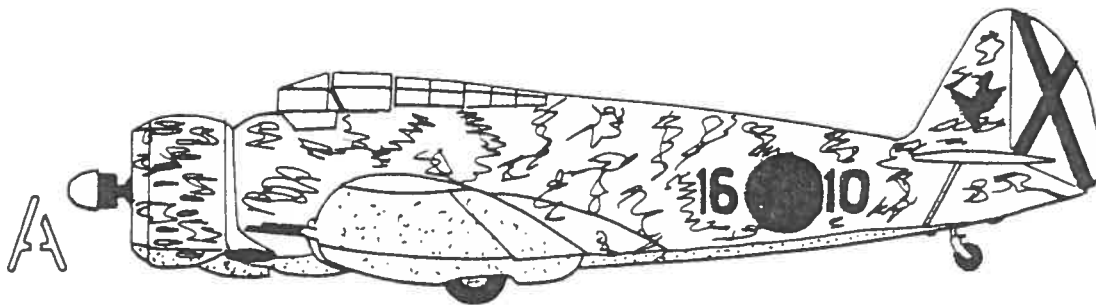
Ben is correct on both points: Abstracting the small air forces information out of SEAR would be a Heracleian task. (Which task depends on from where you are coming; a modeler might liken it to cleaning out the stables of Augeas, while the historian will probably be reminded of the quest for the Golden Apple of the Hesperides.)

I think that the best way we can do a review this publication is to do an in-depth review of the issue at hand and let the readers decide for themselves.

Oct 80. 32 pages (14.5 by 21 cm). Seven photos: CAF Otter 9407 and CAF Tracker 12169, plus US a/c. Major sections: "British Scene" (6 pages all RAF and RN), "Star and Bar" (7 pages all USAF and USN), and "Overseas Review" (8 pages on 23 countries).

The last mentioned section is packed with information and when you multiply these six pages by 12 issues per year it's enough to blow your small-air-forces mind. Most of this information consists of serial numbers, but there is much other information. Here are two examples: "DENMARK: Lynx HAS.80 S-175 was delivered Manston-De Kooy 4.8.80. S-181 (WA181) first flew 5.8.80 as G-17-20." "PAKISTAN: Robert C. Mikesh's superb work 'B-57 Canberra at War 1964-1972' has at last provided the Editor with the details of all aircraft that were supplied to the PAF. For the benefit of the unaware or those who feel that they don't actually need the book, all 25 aircraft were supplied in 1959 from USAF service. The 22 B-57B's were 33885, 33891, 33938, 33939, 33941 to 33943, 33945 to 33947, 33949 to 33952 and 33954 to 33961. The three B-57C's were 33834, 33846 and 33948. Frocker's 'Battle for Pakistan' provides some crash information about the B-57's but one other occurred 11.2.69."

The subscription rate for SEAR is £6.90 and the editorial office is c/o Nike Wallace, 52a Russell Rd., Northolt, Middx., UB5 4QS ENGLAND.



E



F

CHILEAN NAVAL AVIATION SINCE 1919

(Editor's note: A list of aircraft that served with the Chilean Navy since 1953 was published in SAFO #13. Now, our friends at IEHA (Instituto de Investigaciones Aeronauticas Hispano Americana) have provided some corrections and have back-dated this information to the beginnings of aviation in the Chilean Navy. This list was supplied by Horst Eichert. For further details, contact: PUCARA, PO Box 1365, Highland Park, NJ 08909, USA.)

Avro 504: Avro 504J (serial numbers C-100 & C-101) followed by 3 Avro 504L (c. 1922), plus six Avro 5040 (c/n 355-360) dd. 12 Aug '29. Survivors turned over to air force on unification.

Beech D.18S: 3 dd. Aug '54, s/n initially were A-101 to A-103, a fourth (a D.18H) c. Sept '54, and finally A-106 (ex-Chilean Army s/n E-01 which was handed over to Beech's Chilean representative in part payment).

Beech TC-45: One purchased July '71 from "Aerosalfa"
Air Lines.

Beech T-34: 2 dd. '66, 4 in '68 s/n 201/206; "203" w/o Papudo, Valparaiso 23 Aug '76; survivors transferred to Uruguay in late 1980.

Bell 47G: Seven as s/n A-01 to A-07 ("A" prefix later deleted).

Bell 47J: Five as s/n 11-15 ("11" was one of two aboard antarctic research ship "Piloto Pardo" c. '67).

Bell 206A: Four as s/n 31-34; "33" has been wo.
CASA 212: s/n 145-148.

Dornier Wal: Eight as s/n 10-12, 14-18; 10-12, 14 delivered c. '26 (Rolls-Royce Eagle IX 360 HP); 15-18 delivered c. '28 (Napier Lyon 450 HP); all turned over to air force in 1930; 8 still in service 1936; one in service (not airworthy) in 1944.

Dornier Do E: Single engine flying boat used as transition trainer (between Avro 504 & Dornier Wal); delivered 1926; Navy serial was 21 and became No. 1 when turned over to air force; Originally had Rolls Royce Eagle IX 360 HP, fitted in Chile with Curtiss D-12 450 HP. Still in service in 1936.

Fairey IIIF: Four dd. 1927 (s/n 23-26); all transferred to air force in 1930.

Felistowe F.2A: toc 17 Oct '21 as "Guardiamarina Zanartu".

Grumman UH-16: Only one in Navy markings, all others were FACH machines. The sole naval "Albatros" was s/n 251 and was wo at El Belloto 2 Nov '73.

Pilatus PC-7: s/n 210-219. (Color photo of 214 in JP4 Jan '81.)

Sikorsky SH-34J: Only two have been verified (51 & 52); only one airworthy May '76 when it looked as though it was being cannibalized.

Short Type 184: Six c. 1919 (s/n 1-6); two placed in service were N9128 & N9266; "6" wo 19 Dec '28.

Sopwith Baby: Three c. 1919 (ex N1060, N2103, N2104); one of these wo 24 Aug '20 at Mejillones.

Supermarine Channel II: Two as No. 8 "Banco de Chile" and No. 9 "Fernando Rioja" wo 17 Jan '24.

Aircraft not operated include:

Convair PBV-6A: These are indeed three ex Aeronaval machines donated to former Commander Parrague of the Chilean Navy, who runs "Aeroservicios Parrague". At least one of these survives, the others having been cannibalized.

Bolkow B0-105: As indicated, operated by the "Carabineros" (e.g. C-10/C-12).

Lockheed S2P-E, Fokker F.27M, North American T-28:
Never delivered nor is their intended delivery mentioned
by Chilean Navy sources!

Sikorsky S-55T: These are air force machines based with Grupo No. 2 at Quintero (formerly operating the Grumman UH-16's). The fact that this unit is described as a "naval co-operation" group has led many sources (not excluding US intelligence) to mistake it for a Navy-controlled unit (which it never was).

In closing I would like to point out that the much repeated figure of 14 Grumman UH-16A/Bs operated by the FACH's Grupo No. 2 is erroneous - a total of nine machines of both types (s/n 566 to 574) have been noted (and photographed). Of these, No. 571, an UH-16B, was wo on 4 Sept '77 while flying north to participate in joint exercises held with US forces known as "Operation Unitas". The others were struck in 1979, and rumor has it that one has been donated to the "Confederate Air Force".

(Editor's note: Please excuse the inadvertent exchange of the photo captions on the next page.)

reviews-reviews-reviews-reviews-reviews-reviews-reviews-reviews-reviews-reviews-reviews

"The KIT COLLECTOR'S CLEARINGHOUSE (hereinafter called KCC) is a bi-monthly publication of the society for the Preservation and Encouragement of Scale Model Kit Collecting (gratefully known as SPESMKC). KCC has been published since 1974 and reaches nearly 750 collectors all over the world. Each issue of the KCC includes 16 5 1/2 x 8 1/2 inch offset-printed pages of want and disposal ads for kits and magazines, pictures of rare kit box art, early notice of new kits and information on re-issues plus other news of the modeling world.

"Current subscription cost is \$6.00 per year for USA/Canada and \$9.00 per year elsewhere. KCC is published six times a year and is usually in the mail shortly after the first of February, April, June, August, October and December. Subscribers are allowed one free ad, subject to editing, in each issue. Deadline for all ads is the 15th of the month preceding those listed above.

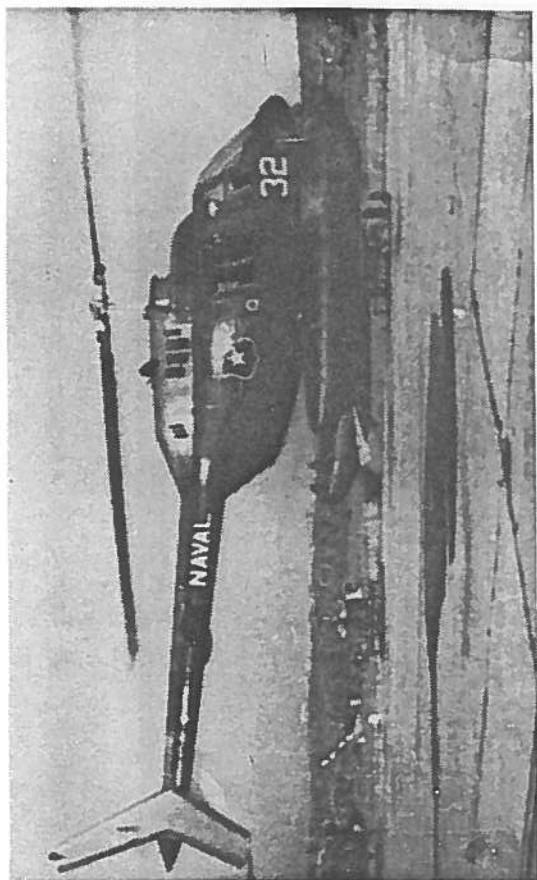
"SPESMKC is an international and informal gathering of folks who are interested in collecting and/or building plastic scale models of military and civilian aircraft, armor, ships, cars, trucks, figures, science fiction and books/magazines on those subjects. Emphasis is on the rare, discontinued and collectable items. Purpose is to serve as a clearinghouse of information on rare plastic kits of the world. Make checks payable to John Burns, 3213 Hardy Dr., Edmond, OK 73034."

(Editor's note: John sent along the Feb. '81 KCC for

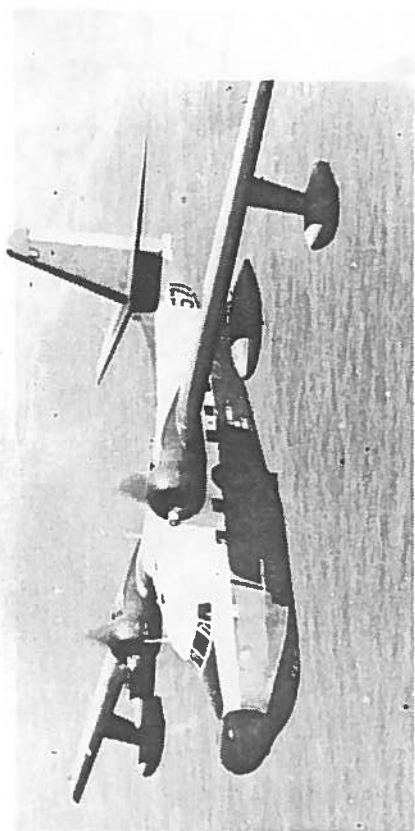
review. Eight pages are devoted to "wants & disposals"- it is very interesting to note the great interest in kits of WW I a/c. Articles in this issue include a review of kits produced by the Precision Plastics Co. in the 1950s and a history of the Scale Model Development Company's V-1. Of most interest to the non-collector is the information on new kit releases. New to me are a company in Turkey producing a 1/72 F-86E in Turkish AF markings and a new Polish company, PZW Siedlce, producing a 1/72 SZD Jantar Standard glider. In the rumor category are Matchbos's Fokker G-1, Ventura, Singapore, PBM-5, & Victor; Heller's F7U-1; Italaeri C-54, C-119, & B-58.

John also has VEEDAY kits available to his subscribers in small quantities. All he has on stock now - March '81, is the Fokker DVIII, but he is expecting the P-35 (\$5.75) and the Hansa-Brandenburg W.29 (\$6.50). All are in 1/72 and the W.29 includes lozenge camouflage decals. John says to expect some "blockbusters" from VEEDAY in the near future.)

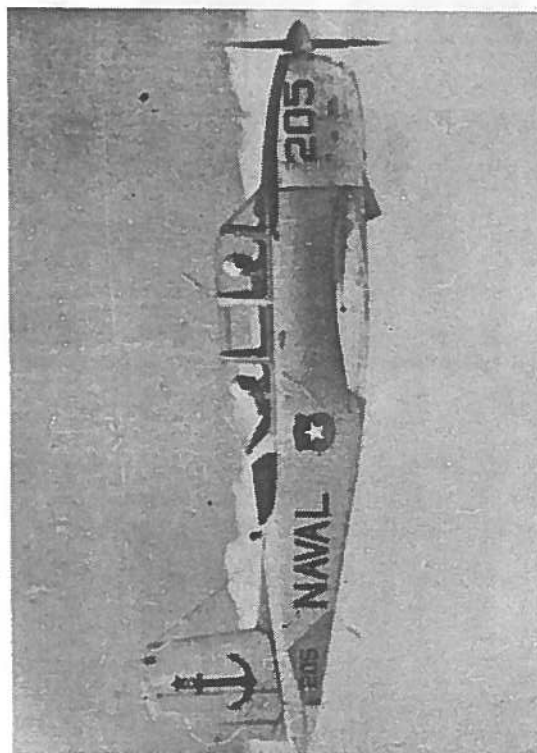
Carl Vincent has announced the future releases in his excellent CANADA'S WINGS series: #3 Curtiss Hawks, #4 Bristol Blenheim and Bolingbroke, #5 North American Mustang, #6 Supermarine Stranraer, #7 Consolidated Catalina and Canso. Carl's address is Box 393, Stittsville, Ontario, Canada K0A 3G0.



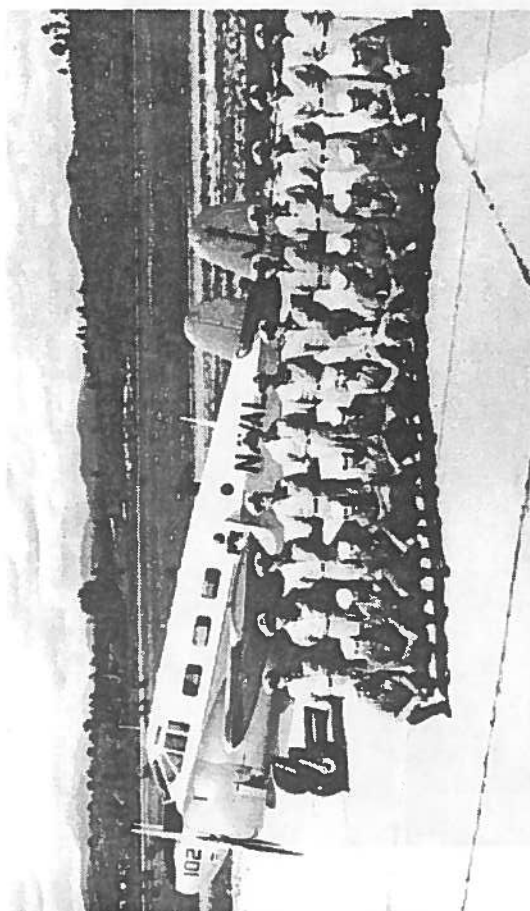
Grumman UH-16B of the Fuerza Aerea de Chile.



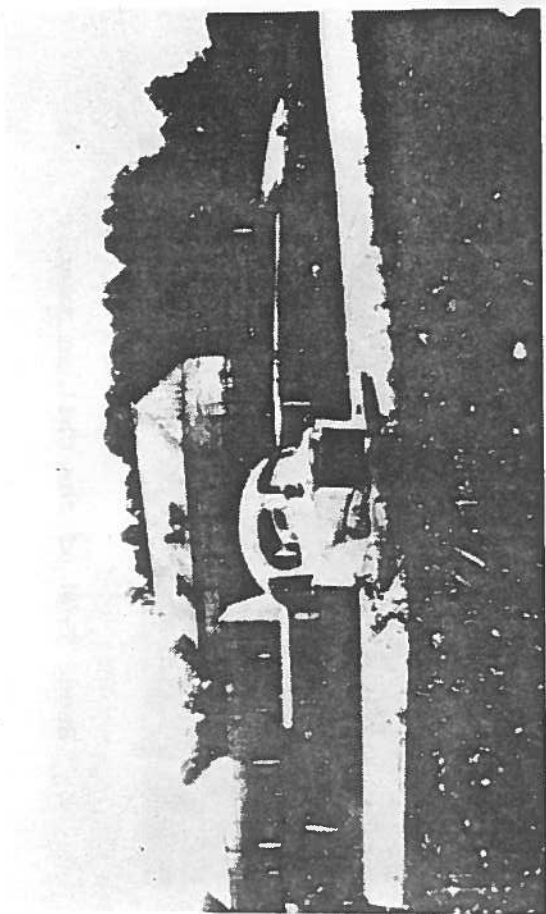
Bell 206A of the Chilean Navy.



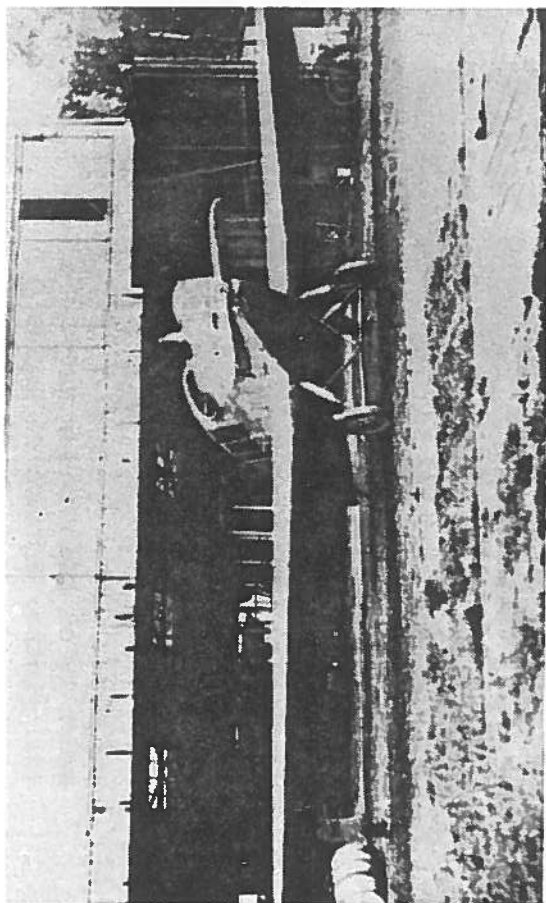
Beech T-34 of the Chilean Navy.



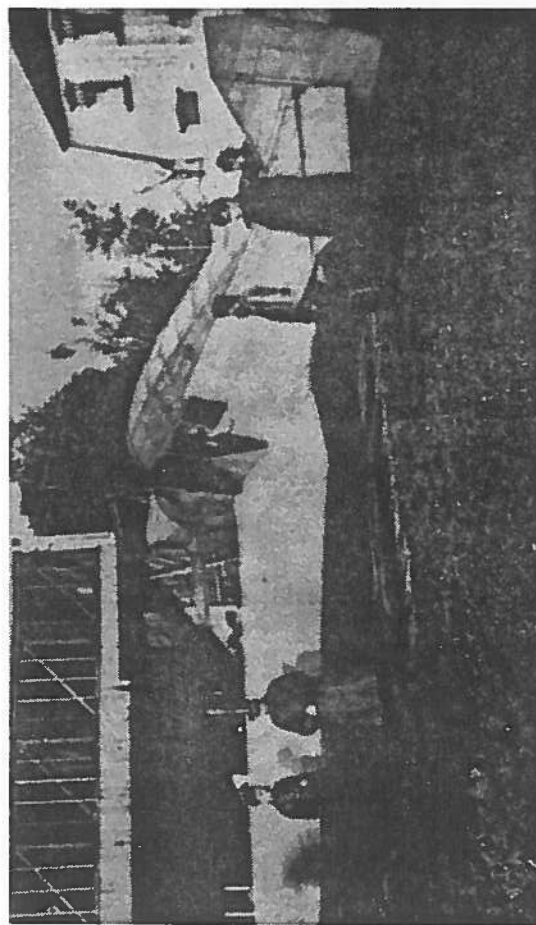
Beech 18 of the Chilean Navy.
(All photos: Archivo de PUCARA.)



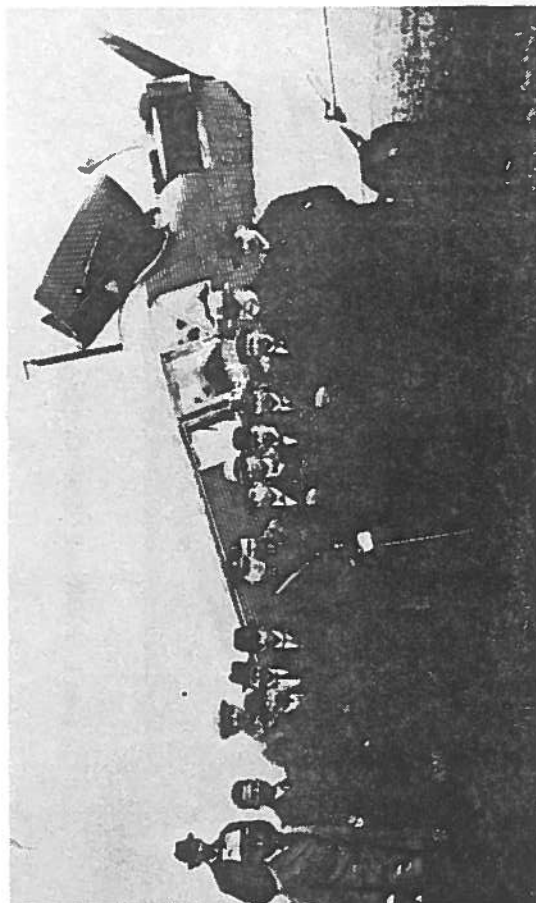
Junkers F.13 "Annelise" after forced landing near Obeliai, Lithuania, 16 October 1919.



"Annelise" in front of hanger, Kaunas airport.



"Annelise" in front of hanger, Kaunas airport.



Estonians and Lithuanians in front of Estonian Junkers F.13; Kaunas Airport, 1920. (Author's photos.)

JUNKERS F.13 IN LITHUANIA

The full page of illustrations of the Junkers F13 in SAFO #13 prompted me to review my files where I found that this unique all-metal monoplane had been seen on several occasions at Kaunas airport, Lithuania.

Over sixty years ago, on 16 October 1919, a German Junkers F13, named "Annelise", was flying from Germany to Russia carrying three passengers. Because of engine malfunction, the airplane forced-landed near Obeliai in north-east Lithuania. Since the airplane had not obtained a permit to fly over Lithuanian territory, the pilot, passengers, and "Annelise" were brought to Kaunas.

The German pilot of the Junkers Fl3 was Hans Hesse, a famous pilot of WWI who had flown from Berlin to Bagdad and had participated in many air raids on England. Pilot Hesse and one of the passengers were released and returned to Germany. The other two passengers, both Turks, were interned.

At that time, Harry Rother, another Germany pilot of WWI, was serving with the young Lithuanian air force as an instructor. One day Rother took a Lithuanian Air Force LVG C.VI for a practice flight and simulated a forced landing in a meadow at the confluence of the rivers Nemunas and Neris. Both Turks were waiting for him there and he safely carried them off the Tilsit in East Prussia.

As a result of this incident, all German pilots serving in Lithuania were discharged and sent back to Germany. "Annelise" was flown by Lithuanian military pilots until it crashed on takeoff and was damaged beyond repair.

Other Junkers F13 seen in Lithuania include an Estonian F13 that visited Kaunas on a good-will mission in 1920 and two Danzig F13's that were seen at Kaunas airport in the early 1920's.

Edmund Jasiunas (SAFCH #287)

[illegible]

(Editor's note: In response to an inquiry, the following letter was received from John Tarvin of AIRFRAME.)

"I am sorry that you have had such a difficult time in locating us, unfortunately we have found it almost impossible to get reviews in the US publications, so we are dependent upon our friends in the US reading the English publications since all the UK magazines have been good enough to review our kits without exception.

"Our kits are handled in the states by Archers Hobby World & Brookhurst Hobbies, but I must admit neither company advertises our kits very much if at all, & little interest has been expressed by any other stores, consequently we sell most of our production to Europe & Japan.

- "We have been producing vacuform kits since about 1972 which makes us, I think, one of the first three outfits to start, we were the first to produce a large four-engine aircraft (HA 139) in vacuform, & I think we are the only ones to produce a simplified construction method as well as the first to produce WWI machines.

"Over the years we have tried to make available models that are complementary to the mainstream of injection formed kits, & to date only four of our kits have been superseded by injection formed kits. This pleases us as I know how frustrating it is to make up a vacuform kit only to have it appear as a regular kit a few weeks later.

"Most vacuform outfits use female moulds, however we have stayed with the male form, partly for economic reasons, & also because most of the aircraft we model are fabric covered machines with little panel lines, & we don't feel the method is inferior for this type of machine.

"Hope the foregoing is of interest."

1/72 AIRFRAME vacuum kits: Fokker DVIII, Bristol Mlc, Morane Saulnier L, Pterodactyl I, FE.8 (\$2.25); Phoenix DI, Bell XP-77, Henschel Hs 132, Halberstadt DII, Sopwith 1 1/2 Strutter, Ansaldo SVA-5, Supermarine S.4, Arado Ar 231 (\$2.50); Etrich Taube, Fleet Fort, Pterodactyl Mk V (\$2.75); Martin Baker MB2, Yokosuka Glen, Sopwith Schneider, Gee Bee Racer, DH 90 Dragonfly, Pesco Special Racer (\$3.00); Fairey Long Range Monoplane (\$5.50); Short Mayo Composite (\$15.00).

Please pay by money order in Canadian funds and if paying by cheque (USA) please add 50¢ to cover bank charges for processing foreign cheques. Allow 50¢ per kit for postage and we will credit you any difference on actual postage. In the case of the Mercury-Maia please allow \$1.75.

"I'm completely sold out of the Decal Kit. If all goes well, I may introduce an improved version sometime this summer." Pat Sedlock (SAFCH #169)

For those of you who have purchased, or are thinking of purchasing, the sheet of SAAF "castle" decals from the SAFCH, I can recommend an article that appeared in the Dec. '80 issue of SCALE AIRCRAFT MODELLING. Written by L.J. Vosloo and illustrated by Mike Keep, this article contains text, photos, and drawings of all a/c currently in SAAF service. A total of 23 pages includes 3 color photos, 36 b&w photos, and 45 side-view drawings. Aircraft illustrated are Mirage IIIEZ, IIIRZ, IIBBZ, F.14Z, F.1CZ; Buccaneer S.50; Sabre Mk.6; Canberra T.4, B(1).12; MB 326M & 326KC; HS.125; AT-6; Merlin IVA; C-47; C-130; Super Frelon; Alouette III; Puma; Transall; DC-4; Shackleton MR.3; Vampire T-55; Viscount; P.166S; Wasp; Atlas C4M Kudu, AM-3C Bosbok; and Cessna 185.

BOOK BARGAINS from Publishers Central Bureau, 1 Cham-
pion Ave., Avenel, NJ 07131.

THE ILLUSTRATED ENCYCLOPEDIA OF THE WORLD'S MODERN MILITARY AIRCRAFT. By B. Gunston. 670 Photos. and illus. 300 in Full Color. Examines all major combat planes in service today, plus many being developed or built. Over 200 entries each with detailed drawings, photos, and texts. Incl. fighters, bombers, reconnaissance aircraft, anti-submarine aircraft, transports, tankers, more. \$12.98.

AIR FORCES OF THE WORLD: An Illustrated Directory of All the World's Military Air Powers. By M. Hewish, et al. Over 330 Photos. Most in Full Color, Plus a Panoramic 8-Page Fold-out of Full Color Maps. Authoritative guide to the world's air powers surveys 125 air forces, country-by-country, from Afghanistan to Zambia. Reveals all the details of their development, composition, potential effectiveness, defense and attack capabilities, etc. Incl. a technical survey of all major military aircraft presently in service. Pub. at \$24.95. \$14.98.

"Yesterday, I saw a stack of THE ENCYCLOPEDIA OF WORLD AIR POWER by Gunston at the local Walden Book Store for \$17.98. Other stores in the chain might have them too, and its a lot less than \$15.00 in the UK."
Lamar Fenstermaker (SAFCH #501)

"I would appreciate hearing from any SAFCH member who can provide, lend, or sell a 35-mm color slide (of any quality) depicting Japanese F-4EJ Phantom #27-8304. This aircraft was built by McDonnell Douglas (not Mitsubishi), was delivered in about 1971, and crashed on October 5, 1973."

Robert F. Dorr (SAFCH #444), Stockholm, Department of State, Washington, DC 20520.

T.N.I. - A.U.

AIRCRAFT OF THE INDONESIAN AIR FORCE - PART I

Fig. 1: Beech T-34C, B-406, F.T.S. (Flying Training School). Light gull grey - overall. Matt black - antiglare panels. Insignia yellow - spinner, fin, rudder, & wing tips (outlined with a black stripe). Gloss black - serial number. N.B. Aircraft is gloss overall except for antiglare panels; aerials are white (shown in black for clarity); exhaust pipes are burnt metal; propellor blades are black with white, red, white tips.

Fig. 1a: Upper surfaces of B-406.

Fig. 2: Short Skyvan 3M, T-701, No. 2 Squadron.
Red - fuselage upper surfaces, wings (all surfaces),

wing struts, and tail assembly (all surfaces). White - lower fuselage. Natural metal - spinner and engine nacelles. Black - propellor blades (with yellow tips) and serial numbers. N.B. Aircraft colours are gloss. Insignia have a thin white outline on the red.

N.B. Both aircraft have standard pentagon insignia in six positions and fin flashes.

References: T-34C - MILTECH (Military Technology) Magazine, #16, 1980. Skyvan - ENCYCLOPEDIA OF WORLD AIR POWER, Gunston (editor), Hamlyn, 1980.

Mike Mirkovic (SAFCH #465)

"About the very fine article by my friend Jorge on the helicopters used in the Argentine Navy: While it might be correct that the Bell 47D's were converted to Bell 47G's, I don't think that these helicopters became 0536/0538 s/n 4-H-3/-5. My reasoning is as follows: One Bell 47D was lost in 1951 (serial E-4), so five were left to become 1-HO-1/-5. One more was written off 12 May 1954 (1-HO-2) and most probably the one that crashed in September 1955 was a w/o, because in 1959 the three left became 2-PH-401/-403 (not 2-PH-401/-404 as 2-PH-404 was a Sikorsky S-55 #0370 and there could not be two helicopters with the same serials at the same time). On 5 June 1959, 2-PH-401 was w/o, so only two were left, not three. I imagine that these two were converted to 47G's and that they received serials 2-H-1 and 2-H-2 and later 4-H-1 and -2. I have never seen these serials, but this does explain why 0536/38 (new machines?) received serials from -3 and not from -1.

"Sikorsky H-19A #0568 must be 0508 (typing error?) which was acquired in 1961, but was not activated until 1964 when it replaced the lost 0504.

"DHC Aircraft in Argentine Armed Forces is also one of the better articles, but I have some additions: DHC -6 c/n is T-87 not T-86 (typing error?). The date of the crash of T-87 is given as 7 August 1977, but I'm not sure if this is correct. The first three Army DHC-6's were delivered in 1968, the one w/o was AE-259 on 6 January 1975. A fourth was dd. July 1978 s/n AE-263 c/n 594.

"On page 45 (Felix) and page 52 (Jorge) there is a

disagreement about the DHC-2 Beavers in Argentine Navy use: I think Jorge is correct about #0502 c/n 1432 s/n 3-G-6, 4-G-1, but the year when the aircraft was left at Petrel was early 1967; 1968 could be the year the a/c was officially wfu. c/n 129 was a much older aircraft and probably was used with civil markings during the fifties. When the Instituto Antartico Argentino became the responsibility of the Argentine Navy, it remained a separate institute and I think that the serial IAA-101 was assigned at that time. It would be interesting to know what year the Navy became responsible for the IAA and also if anyone has a photo with serial and Argentine BuA numbers of either of these Beavers. Probably Beaver IAA-101 never received another serial and it could be the aircraft burned on 29 May 1970. By the way, according to official Naval sources, two Beavers were used by the Navy during 1858/59, 1965/66, and 1966/67 Antarctic operations and one Beaver and one Twin Otter (must be a leased machine, but which one?) during the 1967/68 operations. During May 1969 two Twin Otters (one from the Navy and the other from the Air Force) made the first flight from South Argentina to Antarctica.

"I made at least one error in my FAB additions (SAFO #17 page 24); the Lockheed L-188 TAM-69 became TAM-01, not FAB-01.

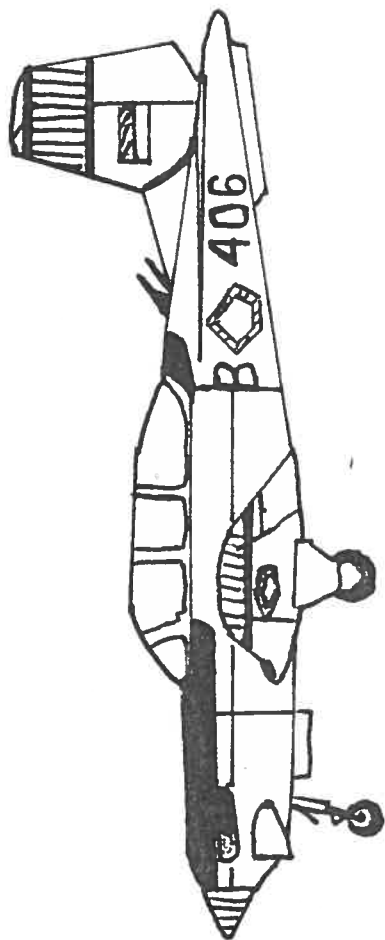
"Back to SAFO #18: Aircraft of the Central American Republics on page 35 provided me with the two missing TI-SPx registrations that I needed to complete my list. Here is the complete TI-SPx registrations for Costa Rica:

Reg.	Type	Reg. Date	c/n	Former Registration
TI-SPA	Cessna 180B	10.75	50416	TI-506SP, TI-292, N5116E
B	Cessna 185B(U-17A)	"	0637	TI-507SP, 63-13138, N2637Z
C	"	"	0653	TI-508SP, 63-13595, N2653Z
D	"	"	0652	TI-509SP, 63-13594, N2652Z
E	DHC-3 (U-1A-DH)	"	37 or 97	55-3255
F	"	"	100	55-3258
G	"	"	225	57-6107
H	FH-1100	"	236	TI-18
I	S-58ET/HSS-1N/SH-34J	"	58-1050	BuA 145704
J	"	"	58-1353	BuA 148957
K	PA-23 Aztec 250(or 235)	.77(or 4.78)	23-1014	TI-CMA, TI-1033L, TI-1033C, CU-N629
L	Hughes H.269C	11.77	97-0631	-
M	"	"	97-0632	-
N	PA-23-250F Aztec	.79	27-7954032	(N6667A ntu)
O	UH-1B-BF	"	"	"
P	"	"	426	FAP-111, 62-1906
Q	PA-32-300 Cherokee 6	"	32-7940111	-
R	"	"	32-7940112	-
S	"	"	32-7940113	-
T	PA-23-250F Aztec	"	27-7954069	-

The first four aircraft were taken in use by the government in 1964. Five aircraft were sold to Canada and arrived at Winnipeg 27.4.80: TI-SPA (C-CGOJ), TI-SPC (C-CGOH), TI-SPD (C-CGOP), TI-SPE (C-CGOR), and TI-SPG (C-CGON). I suspect that TI-SPB and TI-SPF are no longer in use. (Source: AIR-BRITAIN.)

Bram Risseeuw (SAFCH #396)

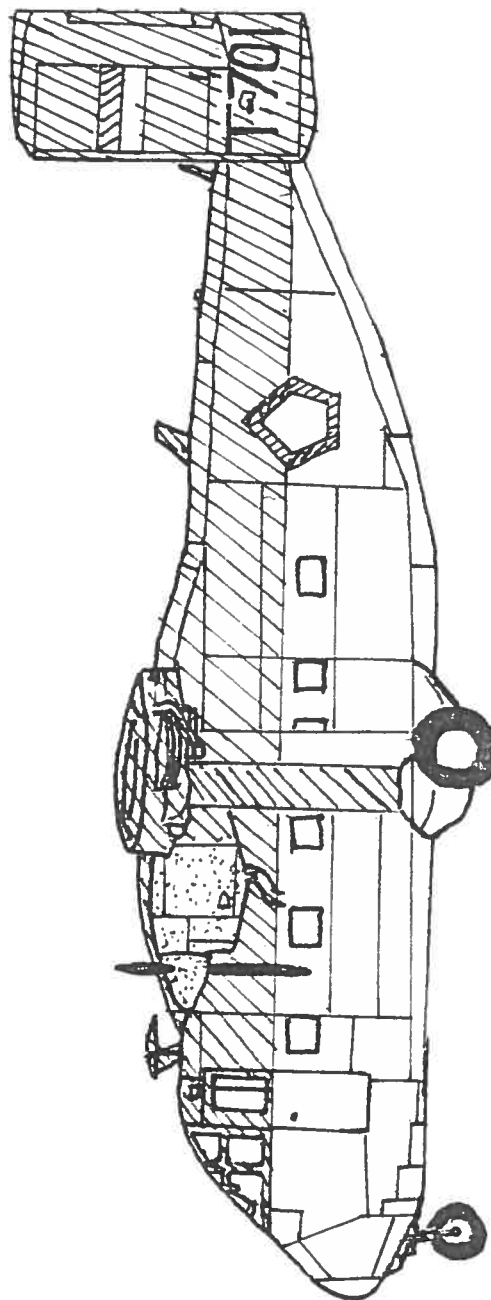
T.N.I.-A.U. Part 1



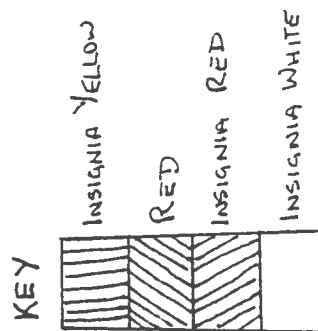
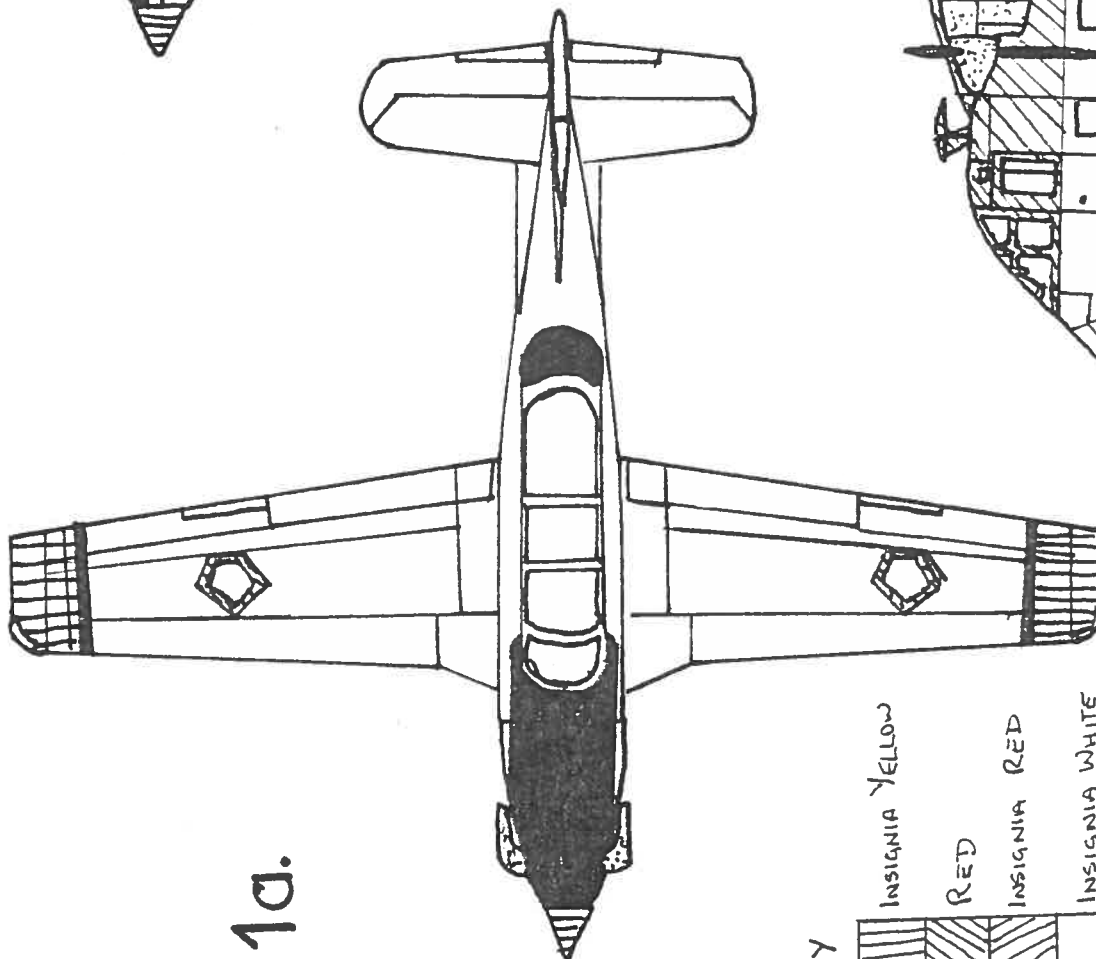
1.

MM 181
SAFCH # 465

2.



1a.

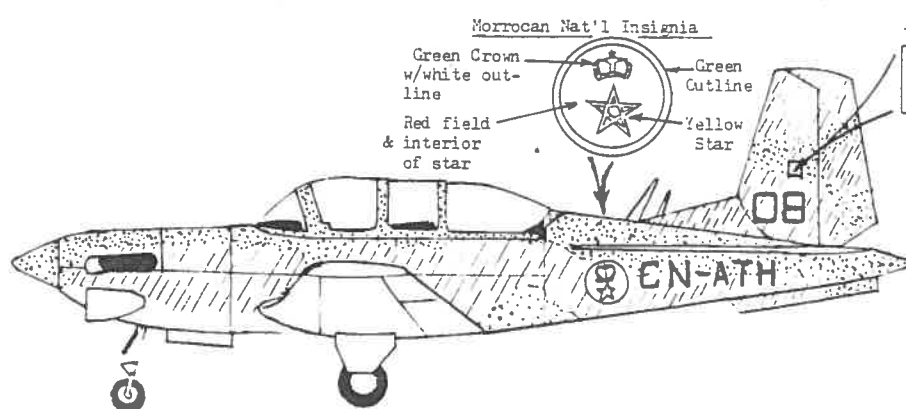


Scale 1/72

"TEE THIRTY-FOUR CHARLIE"

THE TURBO MENTOR

References:
Av. Wk Mar 13 1978 (col photo)
Air Int'l V 10 p.221 article, ph
" " V 13 p 67 photo
" " V 15 p 121 "
Air Combat V6 N5 p. 5 photo



Moroccan Nat'l Insignia
Green Crown
w/white out-
line
Red field
& interior
of star
Green Outline
Yellow Star

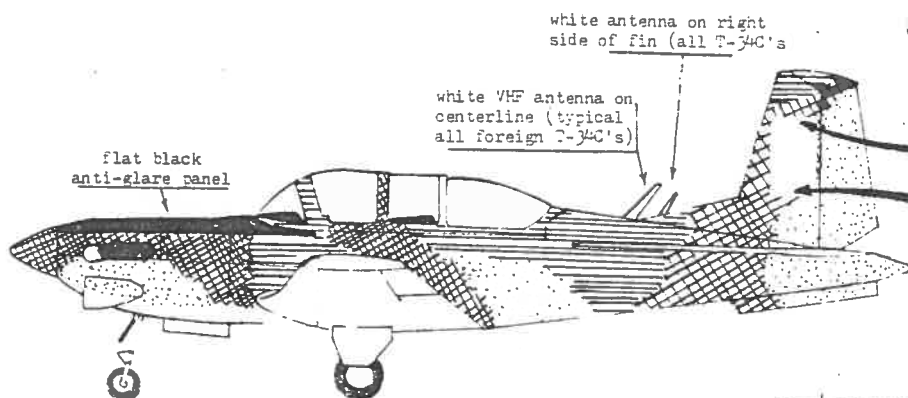
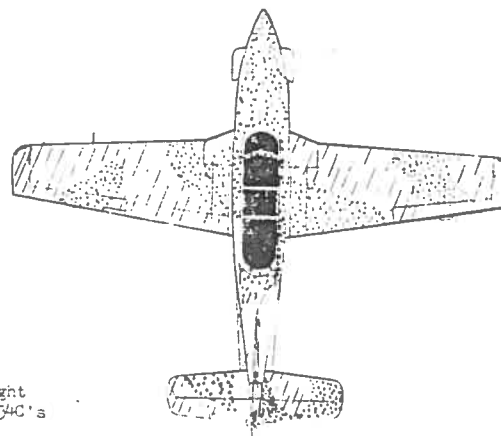
Fin Flash

Yellow Star
Outline on
Red Square

light blue undersides
(approx FS 25550)
very light brown (beige)
(approx FS 27778)
light yellow-brown
(approx FS 20260)

ROYAL MOROCCAN AIR FORCE

One of twelve T-34C's delivered to the Moroccan Air Force, the aircraft has both Moroccan civil registry ("CN-") and national insignia displayed. A desert camouflage scheme was used.



flat black
anti-glare panel

white VHF antenna on
centerline (typical
all foreign T-34C's)

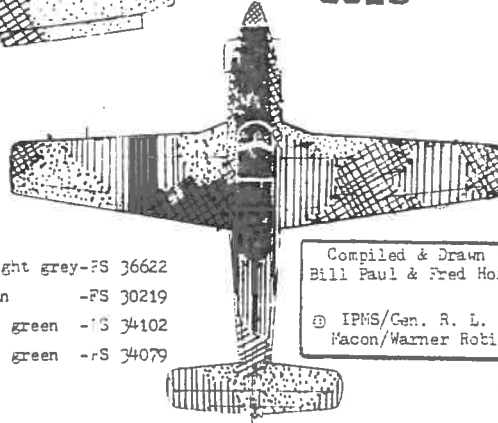
white antenna on right
side of fin (all T-34C's)

yellow
blue
red
black
lettering
FAE
0028

FUERZA AÉREA ECUATORIANA

The Air Force of Ecuador was one of three Latin American air arms to first buy the T-34C, ordering twenty. (Others are the Peruvian Navy (6) and the Argentine Navy (15)) The F.A.E. camouflage colors are standard USAF "Vietnam-era" shades.

light grey-FS 36622
tan -FS 30219
lt green -FS 34102
dk green -FS 34079

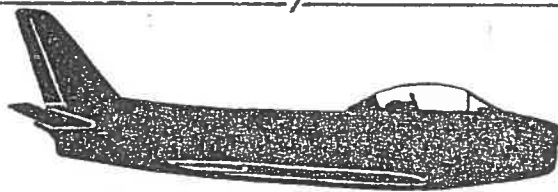


Compiled & Drawn by
Bill Paul & Fred Horky
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Facon/Warner Robins, GA

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philippine air force

UNIFORMS/INSIGNIA



PART 2 - Unit Emblems



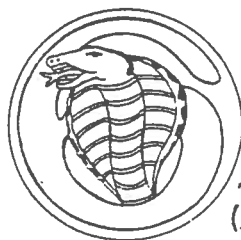
"SABRES" patch

[5 in. X 5 in.; all-embroidered in silk thread.]

Upper portion of shield: left and right segments striped horizontally red [uppermost] and white; central segment has black aircraft on white. Lower half of shield: black eagle's head (white eye) on golden-yellow background. Heavy black borders to shield and segments. Golden-yellow scroll (with border in same color) has black letters and two black "shadows" toward either end. (White area between scroll and shield.)



6th
F.S.
(1947)



6th
T.F.S.
(1953)



6TH TACTICAL FIGHTER SQUADRON

(5TH Fighter Wing)

[Diameter 4 in.; all-embroidered.]

White "6" on dark blue disc (the squadron color) with thin border in same color. Head and hood of cobra is a warm grey tone, while central portion of throat/body is yellow. Red mouth, two white fangs, white & black eye. Thin black outlines/details on cobra only.

An earlier variation for the 6th T.F.S. (in 1953) is illustrated in 50 YEARS - PHILIPPINE AIR FORCE. The numeral and background are the same, but the cobra is entirely green, with black markings and a red tongue.

The first version (1947), also illustrated in the above source, has a blue "6" on a white disc. The wings and cobra are yellow — the latter having a green back, with red mouth, fangs & tongue, and orange details/shadows on the chest and hood.

The squadron patches are worn on the right upper breast of flight suits or jackets, above the pocket. The squadron commanders have the right to revise unit emblems, and variations have occurred with change-overs from the use of F-51s to F-86s to F-5s. [Information & samples provided by ALBERTO A. ANIDO (some via KEITH A. SCULLE).]

Thanks, to both gentlemen.]

[Small
airforces
collector]

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